The Garage and Motor Agent

April 22, 1950

Terse Talk: THE VEHICLES THAT DIE

The Garage & Motor Agent

Vol. 73 (3)—No. 1901
REGISTERED AS A NEWSPAPER

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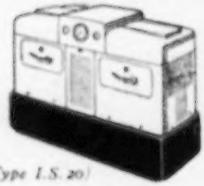

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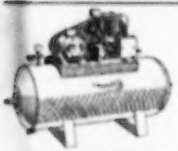

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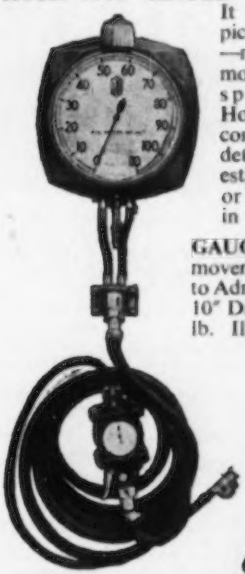

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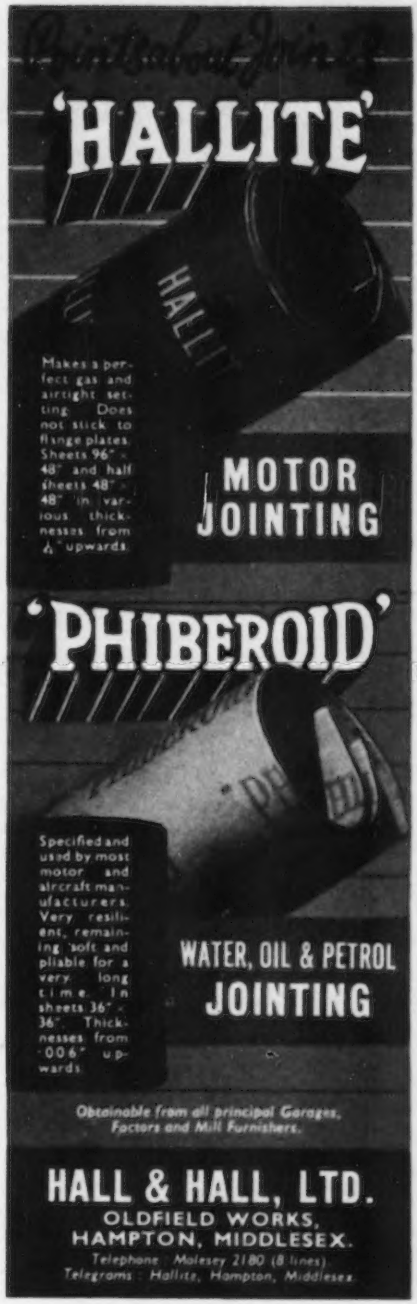

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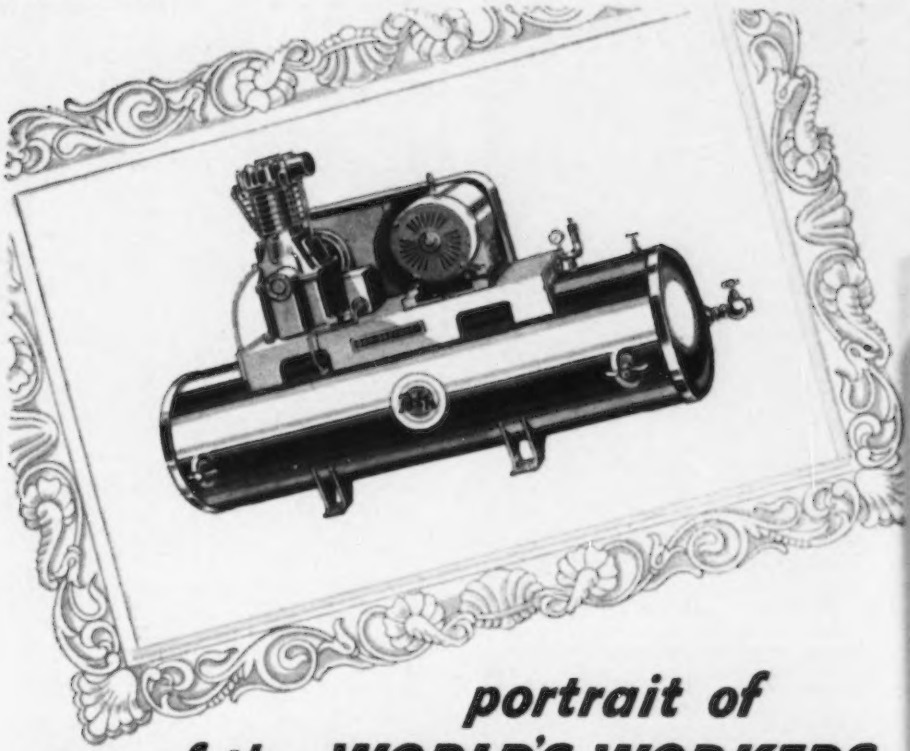

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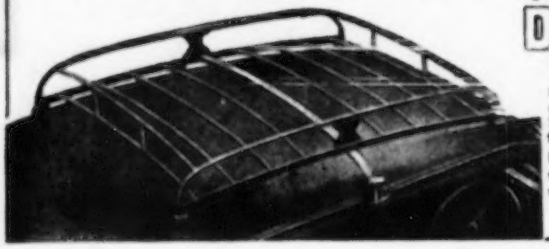

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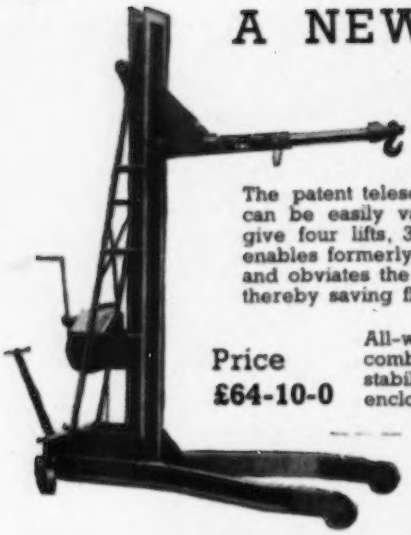

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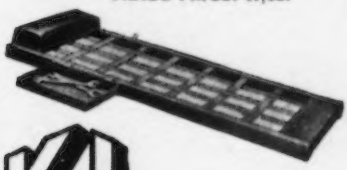

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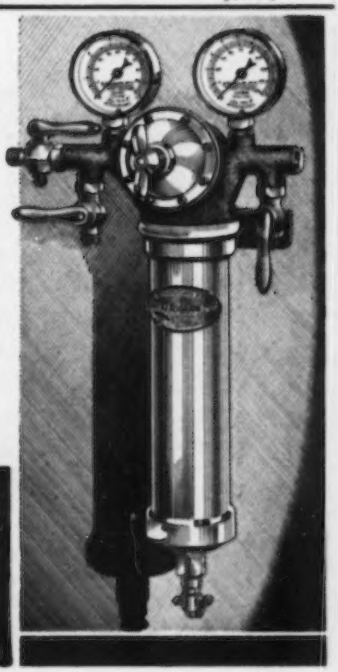

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The Garage & Motor Agent

Vol. 73 (3)—No. 1901

April 22nd, 1950

THE INDEPENDENT AND PRACTICAL TRADE PAPER

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TERSE TALKS ON TRADE TOPICS: *1612th*

The Vehicles That Die

HOW many motor vehicles die in Great Britain every year? That is to say, how many vehicles are taken permanently out of use because of complete breakdown due to wearing out, complete destruction due to accident, and so on?

Astonishing, isn't it, that the motor industry doesn't know? The industry's statisticians have access to all sorts of other vital facts and figures, such as the number of new vehicles registered by county and by horsepower, the number produced and sold at home and abroad every month. But to get an idea of the vehicles which cease to exist, they have to resort to the extremely tricky business of estimating.

Chancy calculations should not be necessary. Accurate information should be as readily available as are the birth and death figures of the population. Yet the fact is that vehicle "death" returns are not only not published; they are not even compiled.

The Ministry of Transport, the London County Council and local authorities whom we have approached all agree in telling us that no records of scrapped vehicles are being kept. Curious, this, when the Registration and Licensing Regulations stipulate that the destruction of any motor vehicle shall be notified to the relevant registration authority.

The vehicle death-recording machinery is there, but is apparently not being used. Why? Is it because the motor industry has not yet made formal application for it to be started up?

The figures which the machine could produce would be of more than mere academic interest to the motor industry. Like most statistics, they would be meaningless by themselves, but, used in conjunction with other knowledge, they would be instructive in many ways.

And if these vehicle deaths in a year could be analysed to show the various ages at which the machines concerned died, that information would make the data of still greater practical use to the industry.

Editor

WHAT DO *YOU* THINK ABOUT IT?

"G. & M. A" Note Book

CURRENT COMMENTARY

Budget Bludgeon

WHEN the 25s. per horsepower tax was introduced in 1939 we described the then Chancellor of the Exchequer's action as a bludgeon designed to discourage motoring by the crude expedient of stunning those who already had the privilege of paying too much for it. The description also fits the present Budget accurately, notwithstanding Sir Stafford Cripps' artful application of smelling salts in announcing the gracious continuation of the full standard petrol ration for the full year, instead of only the summer, and purchase-tax relief in respect of cars in the top-price class. By claiming that the £80,000,000 to be milked from road users in the extra 9d. a gallon petrol and heavy oil tax is intended to provide the means of reducing income-tax in the lower wage strata, and by loading a 33⅓ per cent. purchase tax on to commercial vehicles, the Chancellor has demonstrated once again the Government's blindness to the national value of motor transport—except as a Chancellor's milch cow.

A Damned Nuisance

OBVIOUSLY, the motor vehicle is not only a luxury but a damned nuisance in the opinion of this Government. If legislative restrictions won't discourage it, then it must be hamstrung by taxation. How otherwise is it possible to interpret the Chancellor's broadcast astonishing complaint that the number of c.v.s on the road had increased by 300,000 since the war? Or his explanation that the object of the purchase tax is to reduce the number of commercial vehicles sold on the Home market; and that the petrol tax should make road users economise? In some previous Budgets the attempt to stop the railway rot by "encouraging" travellers and goods from the road to the rail, has been made in a slightly more subtle way. In the present Budget, viewed in the light of recent dictatorial utterances from railway sources, the attempt is blatant.

Government Needs Educating

AS a result of the new imposts, road freight charges are bound to rise. And as passenger transport costs are expected to rise by 4 per cent. in the country and 5 per cent. in London, it is difficult to see how fares are to be retained at their present level, despite the Chancellor's pious hope that "This should not lead to many additional applications for increases in fares." Yes, this is undoubtedly a Bludgeon Budget, and is one more piece of proof (if any were needed) in support of "The G. and M.A.'s" arguments that something should be done immediately by the motor industry to educate the Government into a more realistic understanding of its road transport responsibilities to the nation. The process will be a slow and tedious one. But if it is not started soon, we dread to think what future Budgets will look like.

Will Hit "Working Class"

SO much for the debit side of the Budget. On the credit side we have the restored petrol ration for the 12 months from June 1st next, and the reduction of purchase tax from 66⅔ to 33⅓ per cent. on cars priced at

over £1,280 retail. The Chancellor's naive hope that the increased price of petrol will make motorists "economise" would, if proved true, prevent the trade from feeling pleased at the knowledge that their customers will be able to do a larger mileage. But we are confident that the greater cost of petrol will not prevent any but the unfortunate "working class" owner from using his full ration. This will not be due to what politicians in the past have called the "resilience" of the motoring community to taxation, but to the essential function of the motor vehicle in a modern civilisation. In other words, continuance of demand for petrol at whatever price has to be charged for it, is not a sign of the wealth of users of motor vehicles, but is a measure of the vital importance to them of the power to use motor transport.

Trade Will Benefit

At any rate, the motor industry can draw much consolation from the fact that the increased petrol ration will result in more car mileage being used up. Mileage being the consumption factor of motor vehicles, not only vehicle manufacturers, but makers of tyres, sparking plugs, lubricants and all the other accessories to motoring will benefit—as well as the suppliers of service and repairs. Your "Marker" also is consoled by not having, so far, read of Sir Stafford, or any other Government spokesman, referring to the larger ration as a "bonus" or "concession." But that may come later. As for the lowering of the purchase tax on the higher-priced private cars the 66⅔ discrimination should never have been made. There was no justification for continuing it, even as there is no justification for continuing purchase tax generally. "MARKER."

Quoted . . .

If you will not hear reason, she will surely rap your knuckles.

Benjamin Franklin.

This "Railway" Budget

It is difficult to use temperate language about this "railway" budget, says a forthright statement issued by the Society of Motor Manufacturers and Traders on Wednesday, promptly after the Budget.

The new 9d. tax on fuel, and purchase tax on commercial vehicles, amounting to £86 million, must add to road transport costs at a time when the national economy depends on the cheapest possible transport, says the statement.

Road transport is the conveyor belt of industry, and these extra charges will very shortly be built into the cost of all manufactured goods and food. The effect on the cost of living and export prices will be obvious and inevitable.

The Government cannot make the nationalised railways pay. That is a pity. But to try and alter it by hamstringing a competitive form of transport is preposterous.

Sheer extortion

What would have happened if the hansom cab industry had been nationalised at the beginning of the century? Would that have been kept going against all newcomers?

The new tax on petrol is sheer extortion on the public; it undoes the good brought about by the £10 flat rate on new cars, as the high prices of petrol will once again force the industry to design cars under artificial conditions instead of to meet world demand.

The industry is, of course, thankful for the small mercy of the reduction of purchase tax on higher-priced cars, but it is a mercy that is outweighed by the damage done in other directions.

For the Chancellor to exhort industry to reduce its costs to compete in world markets and at the same time to raise those costs by his budget action, is quite illogical.

Here is Austin's stand at the New York Show, with an A90 sports sedan, an A90 Atlantic convertible, two junior racers and a polished A40 chassis on prominent display. In the background can be seen an A40 pick-up, two A40 Devons, and an A40 Countryman.

British Vehicles Take

Export orders doubled in three days of U.S. Show: all expectations exceeded

Thousands turned away

CAR firms represented at the British car show in New York received orders to double their exports to the United States after only three days of the show, reports B.U.P. Thousands of people have had to be turned away. On the second day of the show, more than 17,000 jammed the Grand Central Palace, where it is being held.

Sales figures for the various exhibitors are not being issued while the exhibition is in progress, but it is believed that so far Austins have been the most popular of the cars on show. But one sales director said that orders totalling more than £536,000 ($1,500,000) had been taken for M.G., Morris and Riley cars. Sales during the first few days were far beyond expectations.

The show marks the opening of an all-out attack on the U.S. market, aimed at trebling British car sales in the United States this year. Nearly 100 models are on display, and the first was sold even before the show opened. It was a Daimler convertible demonstration model, which sold for 13,000 dollars (about £4,640).

Most of the popular British models —Austins, Fords, Hillmans and Morrises—appeal to those Americans who can no longer afford Chevrolets, Fords and Plymouths. Typical of the

British cars which compete most strongly with the lower-priced U.S. models, is the Austin A40, which sells for 1,480 dollars (about £528). There are five basic Austin models which will cost up to several hundred dollars less than comparable U.S. types.

Several cars in the 1,500-dollar to 2,000-dollar (about £538 to £714) class compete more directly with U.S. models, many of which fall into this price range. Where Britain cannot undersell, manufacturers will compete with superlative quality—which means high-priced luxury cars such as Rolls-Royce and the Jaguar.

British industrial experts in New York have declared that they believe there is a good market in the United States for the lower-priced British cars. But the exhibits in the show prove that the British makers realise they are competing with the world's mass-production experts.

The Rootes Group are showing the "Ghost" Hillman Minx, with sections cut away and glass panels inserted. cars is the new M.G. two-seater Series TD—successor to the TC Midget which has already won the approval of thousands of Americans. Other Nuffield exhibits include the M.G. 1¼-litre saloon, the Riley 2½-litre saloon and drophead coupe, and the Morris Minor saloon and coupe. Ford have a Prefect, an Anglia, and a Thames lorry on show.

Jowett Cars, Ltd., have on show for the first time in the world as a complete car, the new 1½-litre Javelin Jupiter, a high-performance 2/3 seater sports convertible. The Javelin saloon is also displayed on the Jowett stand.

Colour has been used lavishly to give an impression of British pageantry and heraldry. In the foyer are two 12-foot figures in scarlet and gold uniforms representing Royal trumpeters. Flanking them are three figures of leopards rampant against a blue background. Inside the hall the predominant colours are scarlet, blue, gold and grey. Walls are draped in rich royal blue.

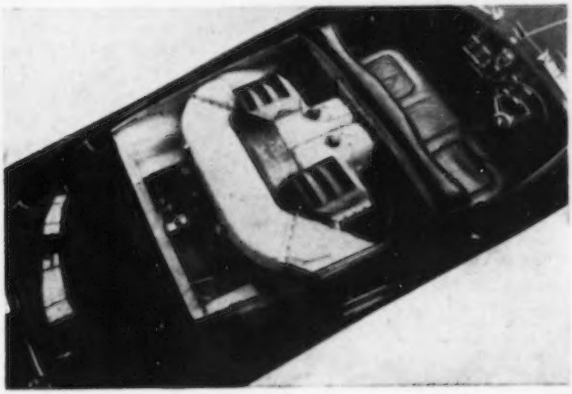
New York by Storm

There is a good selection of British sports cars, and at the Nuffield stand is Col. "Goldie" Gardner's M.G. Special.

Among the most popular of the fast

Motoring correspondents of the New York newspapers who attended the Press preview of the show said they were surprised at the finish and design of many of the British exhibits. "You have got something new in ideas here," they said. "Your workmanship in some ways is better than that of U.S. makes."

First editorial comment on the show was printed in the New York



In New York visitors to the show can see the engine arrangement of the Rover gas turbine car, as depicted here.

"Herald Tribune" on April 17th, when it said: "The U.S. motor industry does not look upon these shining displays as menacing. It can welcome them as an offering to the American buyer and the occasion to indulge in special fancies or to satisfy particular needs."

Cars with "noble air"

Referring to the British taste for sporting vehicles, and "rather enormous vehicles with a noble air," the paper added: "All these conveyances are made with the skill for which British craftsmanship is famous, and among them Americans will no doubt find much to their liking."

Head salesman on the Rootes Group stand, R. A. Wimbush, said that tourists are comparing British cars' performances of 30 to 35 miles a gallon with the average 15 to 20 miles a gallon of the big U.S. models.

A number of British equipment and accessory manufacturers are also represented at the New York Show. Among them are Automotive Products Co., who have a stand in conjunction with their associated companies, the Lockheed Hydraulic Brake Co., and Borg and Beck Co., showing hydraulic brake systems, clutches, steering rod assemblies and Micronic oil filters.

C.A.V., Ltd., are there with electrical equipment, and Rubery, Owen and Co. have a display of chassis frames, wheels, tanks, body panels, cylinder head covers and all types of pressed and fabricated components and parts.

Universal Dampers, Ltd., are showing the full range of Rotoflo pressure shock absorbers, and Smiths Motor Accessories, Ltd., have a complete range of their motor instruments and accessories, including car heaters and car radio, the former being of the design resulting from the recent Norway and Canadian tests.

Another British accessory firm at New York are Tewel Industries, Ltd., who are well known in the export field.

RECENT AUCTION RESULTS

Selection of vehicles sold at the April 11th Measham sales

AUSTIN
- 8 tourer, ex-WD ... £110
- 10 saloon, 1940 ... £300
- 10 saloon, 1939 ... £300
- 10 saloon, 1938 ... £278
- 10 saloon, 1936 ... £213
- 10 saloon, 1935 ... £262½
- 12 saloon, 1937 ... £216½
- 14 saloon, 1934 ... £100
- 16 saloon, 1948 ... £790

FORD
- 8 saloon, 1946 ... £407½
- 8 saloon, 1946 ... £385
- 8 saloon, 1935 ... £55
- 8 saloon, 1934 ... £90
- 30 D.H. coupe, 1935 ... £150

HILLMAN
- 10 saloon, 1946 ... £507½
- 10 saloon, 1938 ... £315
- 10 saloon, 1938 ... £190
- 10 saloon, 1937 ... £212
- 10 saloon, 1936 ... £231
- 10 saloon, 1934 ... £85

HUDSON
- 28.8 D.H. coupe, 1937 ... £282½

HUMBER
- 12 saloon, 1936 ... £237½

JAGUAR
- 2½-litre saloon, 1937 ... £250

LANCHESTER
- 14 roadster, 1937 ... £135

M.G.
- 10.9 roadster, 1946 (8,700m.) ... £535
- 18 saloon, 1937 ... £350

MORRIS
- 8 saloon, 1938 ... £260
- 8 saloon, 1936 ... £100
- 8 saloon, 1935 ... £143
- 8 saloon, 1935 ... £200
- 8 tourer, 1935 ... £197
- 8 saloon, 1935 ... £140
- 8 saloon, 1935 ... £145
- 8 saloon, 1934 ... £185
- 12 saloon, 1936 ... £100

PONTIAC
- 33.9 saloon, 1937 ... £300

RILEY
- 12 saloon, 1935 ... £165

ROVER
- 12 saloon, 1936 ... £280
- 14 saloon, 1936 ... £145

SINGER
- 9 sports saloon, 1935 ... £151

S.S.
- 16 saloon, 1935 ... £115

STANDARD
- 9 saloon, 1936 ... £150
- 9 saloon, 1934 ... £92½
- 10 saloon, 1938 ... £200
- 10 saloon, 1938 ... £307½

TRIUMPH
- 16 saloon, 1936 ... £187

VAUXHALL
- 14 saloon, 1942 ... £127½
- 18 (Velox) 1949 (8,600m.) ... £850

WOLSELEY
- 12 saloon, 1935 ... £107
- 14 saloon, 1935 ... £221
- 20.9 saloon, 1936 ... £220

COMMERCIAL VEHICLES

ALBION
- 49 32-str coach, 1935 ... £200

AUSTIN
- 7 goods van, 1938 ... £85
- 12 van, 1936 ... £100
- 16 d/s truck, 1949 ... £400

BEDFORD
- 27 25-str coach, 1936 ... £100
- 28 32-str coach, 1946 ... £390

COMMER
- 10 10cwt van, 1934 ... £50
- — van, 1935 ... £30

DENNIS
- 3½-ton chassis & cab, 1935 £20

FORD
- 8 5cwt van, 1937 ... £135
- 22 van, 1938 ... £42

HUMBER
- — van, 1934 ... £38½

MORRIS
- 14 15cwt van, 1941 ... £211

IN A CLASS BY itself

50H 554

'End Petrol Rationing—Now'

Daily Press comments on the Budget

"END petrol rationing in Britain. End it now. That is the common-sense decision before the Government."

So said the "Daily Express" in their leading article on Thursday of this week. They continued:—

"With petrol costing 3s. a gallon, no car owner or commercial user will waste one drop of the stuff. In other words, rationing by price has arrived, and any other system of rationing is superfluous.

"The bureaucratic machinery which administers petrol rationing is a waste of public money and a misuse of manpower. It should be swept away.

"Only men in Government departments are now under any temptation to make needless motor-car journeys. And their extravagance can be held in check without any interference with the freedom, which can now be conferred on the rest of us, to buy as much dear petrol as we can afford."

* * *

The Scotsman. — The heavier taxes on petrol and on commercial vehicles, as well as the reduction of the rates of income-tax on the lower range of taxable income savour of political prejudice.

* * *

Daily Telegraph. — The Chancellor has cancelled out even the income tax concessions by his petrol impost, the burden of which must be spread throughout the economy, weighing alike upon the exporter and upon the consumer. The new purchase tax on lorries, a thinly-disguised attempt to feather-bed the railways, must further raise costs.

* * *

Glasgow Herald.—Holders of "C" licences, already under some restraint, may feel that this is the Government's method of bolstering up the railways by driving traffic off the roads.

* * *

Yorkshire Post.—There is a good case for arguing that with the higher price of petrol the rationing system could safely be scrapped; or alternately that, since the principle of dear petrol is now admitted, the price limit and the rationing system could be abolished together.

Birmingham Post.—The dishonesty and the real danger in these proposals are that they are a scarcely disguised subsidy to the railways, which can only postpone the creation of that cheap and efficient transport system essential to a trading nation.

* * *

Daily Graphic. — It is now beyond all doubt that the higher duty on petrol and the purchase tax on goods road vehicles, while they may help the nationalised railways, will mean a further rise in the cost of living.

* * *

Western Mail.—The savage petrol increase of 9d. a gallon will fall especially hard upon those men whose business depends upon the constant use of a car or van, while large and small firms will suffer from the heavy purchase tax on commercial vehicles. It is not difficult to see that, by this stratagem, Sir Stafford is attempting to halt the drift of passenger and goods trade away from the railways towards road transport.

THOSE £100,000 GRANTS

AND this is what the Press had to say about the famous £100,000 agreements made between the Standard Motor Co. and Sir John Black, and the Austin Motor Co. and L. P. Lord:—

News Chronicle. — Never until yesterday had this country seen a Budget that was used as the instrument of vengeance against two individuals . . . . The law has now been amended with retrospective effect to teach Messrs. Black and Lord a sharp lesson.

* * *

Daily Mail.—They are exceptional men—the kind of men who have been harried and harassed in the past five years. The Cripps Budgets, reflecting Socialist policy, have glorified the Average Man and penalised the Exceptional Man. The policy of "slapping them down" applies to others apart from captains of industry.

* * *

Daily Herald (defending the Chancellor). —Mr. Lord's comment on this proposal was: "If the Chancellor can overrule the whole law, where are we?" But the Chancellor has not overruled the law and could not do so.

Reg Parnell

WINS

RICHMOND TROPHY

at Goodwood International Meeting

Using

TRANCO VALVES

'The Motor' Photograph.

BEST FOR ALL ENGINES

Manufactured by:

FARNBOROUGH ENGINEERING CO. LTD., FARNBOROUGH, KENT

Midland Depot

GREENHILL STREET, STRATFORD-UPON-AVON

Main Distributors for other areas

EDMUNDS, WALKER & CO. LTD.

ALSO STOCKED BY LEADING FACTORS

Liability for Vehicles

Only if he has shown negli responsible for making

Comparison with hotels

A RECENT case in which an hotel was successfully sued for the loss of a car stored in the hotel car park has aroused a good deal of interest, not only among hotel keepers, but also among garagists, many of whom have asked whether their position has been affected by the decision.

To clear up any misunderstandings that may have arisen, therefore, this article summarises the difference between the respective responsibilities of garages and hotels.

The responsibility of an hotel keeper for the loss of his guest's car can be very heavy. The law dates back to the bad old days of highwaymen and footpads, when it was not unknown for an innkeeper to be in league with local undesirables and "gentlemen of the road," and for the innkeeper himself to be a little light fingered on occasions.

Accordingly, the law made an innkeeper responsible for the loss of his guest's goods. By the Innkeepers' Act of 1863, the innkeeper's liability was greatly restricted, and he was not to be liable for more than £30 in each case, with certain exceptions. Among these exceptions was a "horse . . . or any carriage."

The courts in more modern times have held that a carriage for this purpose includes a motor car. Hence the liability of an innkeeper for a car left in his care or on his premises may be much greater than £30.

Put very shortly, an innkeeper is responsible for the loss of a guest's car brought to the hotel, unless the loss was due to an Act of God (unusual storm, or earthquake), the King's enemies (war damage), or the guest's own negligence.

By W. Eric Jackson, LL.B.
BARRISTER-AT-LAW.

But this broad statement leaves one or two things further to explain. First, the rule applies only to an "inn," and secondly, the rule does not apply to damage, as opposed to entire loss.

First, then, what is an "inn" for this purpose? An inn is, in law, a house, the owner of which holds out that he will receive all travellers who are willing to pay a reasonable price for accommodation. The essence of this definition is that the premises shall be open to all comers. Hence, a boarding house, or a private hotel, which selects its guests from bookings in advance, is not an "inn." Nor is a restaurant, or a guest house.

Absolute liability

The result is that if a car is taken to a house which is not an "inn" and is stolen through no fault of your own, it cannot at once be assumed (as it might in the case of an "inn") that the keeper of the premises will be absolutely liable for the loss.

Where the premises are not an "inn" the liability of the hotel keeper is similar to that of the garagist. In other words, he is only liable for the loss if it is due to his own negligence or that of his servants.

The fact that premises are an "inn" makes all the difference; for in that case the innkeeper is liable for the loss of a guest's car, whatever the cause, and however careful the innkeeper may have been, so long as the loss was not due to Act of God, the King's enemies, or the guest's own fault.

But this high responsibility of an innkeeper extends only to loss. As re-

Stolen from Premises

gence is a garagist held good the loss

gards damage, he is not liable unless the damage were due to his own negligence or that of his servants. In a well-known case a guest came to an "inn" and put his car in the hotel garage. There was a severe frost that night and the garage was not frostproof. Damage occurred to the car, and the irritated guest sued the innkeeper.

But the court held that an innkeeper is only bound to provide such accommodation as he has available, and there is no negligence in having a garage which is not frostproof. Accordingly, the innkeeper was not held responsible for the damage. Had the car been stolen, the case would undoubtedly have gone against the innkeeper.

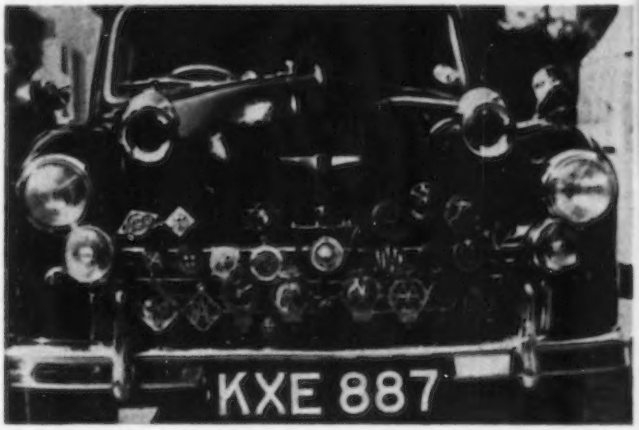
An important question in all these cases where cars and carriages are concerned is: "When is the car actually brought to the inn?" In the case which arose in December last, a guest brought his car to a hotel and put it in the hotel car park. Here, it was quite clear that the car, once it was on the hotel premises, in the car park, was within the responsibility of the hotel keeper. This was admitted.

In an earlier case, it was held that if the hotel keeper tells a guest to leave his car outside the hotel yard, in a place which, although not belonging to the hotel, is commonly used by hotel guests as a parking place, the hotel keeper is responsible if the car is stolen, because by telling the guest to put the car there the hotel keeper treats the place as part of the hotel premises.

Car left on street

It is therefore possible for the hotel keeper to be held liable for the theft of a guest's car if it is left in the open street, if the hotel keeper knows the car is there and accepts its being parked there as if it were on hotel premises.

The question of whether a guest has been negligent is not always easy to deal with. In a case which arose



CAN YOU BEAT IT?—We wonder how many readers can show a bigger collection of motoring badges than this. F. D. Gardner, of Hong Kong, took delivery of a Hillman Minx in London, made a tour of Europe, covering 6,000 miles in 46 days without the slightest trouble, and is now back in Hong Kong. During his tour he collected the badges from motoring clubs in various cities.

NEW GLOBE. — Pictured here is the new Regent Vaporising Oil globe, which is lettered in red with a blue border, thus maintaining the usual Regent colours—red, white and blue.

in December, the guest left his car in the car park by the hotel, while he had dinner between 7 and 8 in the evening. He did not tell the hotel keeper that the car was there.

The Court of Appeal said that this in itself was not sufficient negligence to relieve the hotel of responsibility. It might have been negligence on the guest's part, of a degree sufficient to excuse the hotel, if the guest had left the car in the car park all night without saying anything to anyone.

Garagist's position

But since the guest had not gone so far as this—the car apparently was stolen before 8 p.m. — the hotel remained liable for the full value of the lost car, even though they had nothing whatever to do with the theft.

It will be appreciated from all this that the position of a garagist is in some respects similar to, and in other respects quite different from that of an innkeeper. The difference is that an innkeeper is, as regards *loss* of a car, absolutely liable for the loss, from any cause other than Act of God, the King's enemies, and the guest's own fault, provided, of course, that the premises are an "inn."

As regards losses on premises which are not an "inn," and as regards *damage* on premises of any kind, whether an "inn" or not, the position is the same as that of a garagist. The keeper of the premises — boarding house keeper, guest house keeper or garage keeper—is liable only if he or his servants were negligent in looking after the car.

He and his servants are bound to show reasonable care and to take all prudent steps which a normally vigilant man would take to safeguard his own property. If, in spite of these steps, a mishap occurs, the keeper of the premises will escape liability.

Moreover, in all these last-mentioned cases, the keeper of the premises may limit his liability by special contract. He may impose a condition that the car is to be stored at "owner's risk," and if the owner of the car accepts these conditions, the responsibility of the keeper of the premises will accordingly be lessened.

"Scales Tilted in Rail Favour"

B.R.F. warning

"THOUGH the British Transport Commission denies, in a recent letter to the British Road Federation, that it is not its policy to 'force the public and traders to use rail services,' a foretaste of the actual situation which could develop throughout the country is indicated by the Draft London Area (Interim) Passenger Charges Scheme which increases bus and tube fares while making substantial cuts in those for suburban railways."

So say the British Road Federation in the April issue of their monthly "Bulletin."

"The Commission declares that the object of the scheme is not to reduce and offset rail losses, but to remove anomalies in present charges. It must be pointed out that there would be no need to scale up any charges if railways were able to operate as cheaply as road transport. Whatever may be the Commission's declared purpose, the fact remains that the public will be obliged either to pay increased road fares, or to travel by rail.

"Any attempt to co-ordinate or integrate all forms of transport by the introduction of charges schemes or other methods, means artificially tilting the scales in favour of the railways, and consequently penalises those who would normally use the road vehicle.

"Safeguarding the railways in all their activities against the effects of competition ultimately means nothing less than restricting every form of motor transport."

1,000 Miles Circuit of Ireland Trial

ROOTES GROUP SCORE AGAIN

★

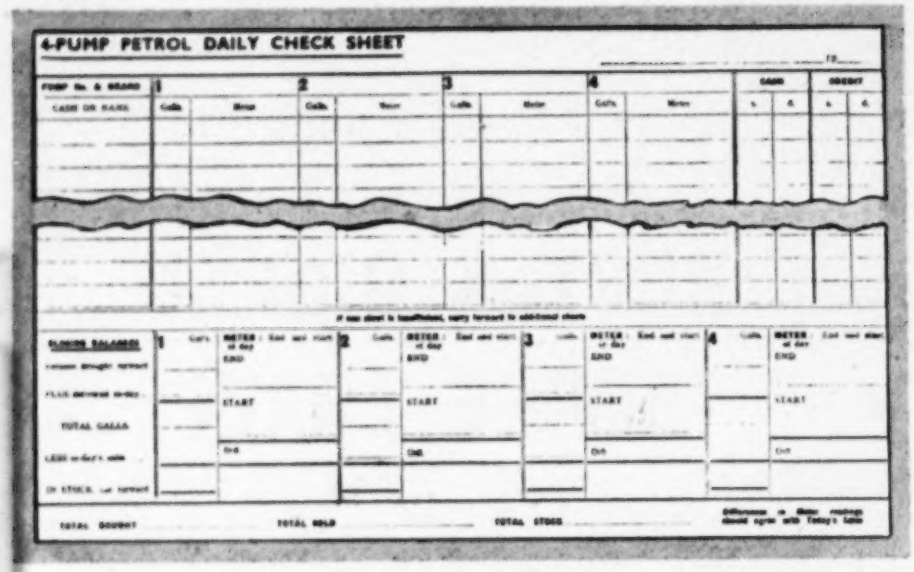
HILLMAN MINX

(Closed cars up to 1300 c.c.)

1st

Car driven by W. T. Todd

(Subject to official confirmation)


4-PUMP PETROL DAILY CHECK SHEET

4-Pump Petrol Check Sheet

New pattern "Business Aid" published by "The G. and M.A."

Response to requests

PROBABLY, no greater help could have been given to the motor trade in handling petrol rationing than the Daily Petrol Check sheets devised by Walter Boyle.

Although put at the service of garagists long before the war, their original purpose of preventing profit leakages, by ensuring that all petrol bought is accurately accounted for, has since become vastly more important in its application to reconciling sales with coupons received.

At first, this invaluable "Business Aid for the Motor Trade" was produced in one pattern only, ruled for recording the purchases for and sales from a single pump, the intention being that a separate check sheet should be used for each pump on the forecourt.

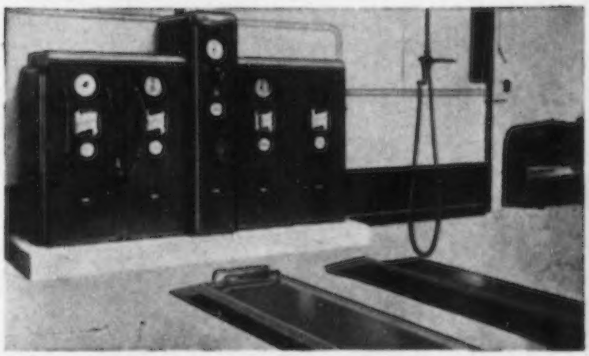
A great many garage managements still prefer to use the independent system, but, to meet requests from readers, other patterns were introduced subsequently — a "3-Pump" daily check sheet, combining on one form the records for three pumps, and a "6-Way" sheet for use with a multiple-brand pump.

Now, to comply with numerous recent requests, a standardised "4-Pump" sheet has been put into stock by the Sales Department of "The G. and M.A.," at 62, Doughty Street, London, W.C.1. It is simply a development of the 1-Pump and 3-Pump designs. Provision is made for entering in separate columns on a single form the daily sales from each of four pumps, together with the progressive meter readings. At the bottom of each sheet any bulk deliveries of petrol into the

LUBREQUIPMENT increases sales at NASH OF HARROGATE

Profit by Nash's experience. Step up your greasing business by installing Wakefield Lubrequipment. Ask your local Castrol representative for details.

1948



1949

In 1948, E. Nash & Co. Ltd. of Harrogate installed a Wakefield Consul battery. Such was the increase in business that *only 20 months later* they needed to enlarge the battery and instal an extra lift to enable them to service two cars at once. Thanks to the unit principle on which Lubrequipment is designed, the new battery was assembled merely by adding two units to the old plant.

WAKEFIELD
LUBREQUIPMENT
REGD

C. C. WAKEFIELD & CO. LTD · GROSVENOR STREET, LONDON, W.1

pumps are entered, and balances are then struck which show exactly what gallonages ought to be in stock at close of the day's business.

Prices of this new Petrol Daily Check Sheet (Form No. 34C) are: 3s. 6d. per pad of 100 forms, and 33s. 9d. for 10 pads; purchase tax and delivery are included. The "3-Pump" edition (Form No. 34B) and the "6-Way" (Form No. 34A) are both priced at 3s. per one pad, or 28s. 11d. for 10; the "1-Pump" (Form No. 34) costs 2s. 3d. a pad, or 23s. 9d. for 12.

Fast Battery Charging

The story of how thermostatic control prevents damage to the cells

In their trade literature, Crypton Equipment, Ltd., use humour to good effect. Typical is this "personal" story of a run-down battery for the purpose of explaining the safety principle of a thermostatically-controlled rate up to 75 amps.

I HAD a distinct shock to-day. I'm just an ordinary 6-volt battery, about twelve months old and with plenty of life in me yet.

My owner, however, for some reason, left the ignition switched on all night and of course when he pressed the starter-button this morning, I just hadn't the energy left to turn the engine over. However, I was able to give him a good spark when he used the handle and we got going.

He ran down to the local garage and asked them to give me a boost, saying he would call back in about an hour. I said to myself—"You're an optimist," but it was I who had the surprise. Instead of taking me out of the car, a Charger was wheeled up, the terminals were taken off, and I was given a test for fitness. My posts were then cleaned, I was given a drink of distilled water, two leads from the Charger were connected and a gadget popped into my centre cell.

That's when I had the shock!

Instead of the usual 8 or 10 amperes charge, the mechanic kept increasing the rate until I was taking 75 amperes. Yes—80 amperes, believe it or not. This, I thought, is where this idiot does me in. I did not feel particularly uncomfortable, however, and after about five minutes I noticed that the charging rate had reduced to less than 60 amperes. That's a relief, I thought, but I shall never get over it—no battery can be expected to stand this sort of thing.

Half an hour passed and I was beginning to get hot and starting to gas. I wondered if I was getting near the end, for I had always been taught that 125 degrees F. was the highest temperature I should ever allow myself to reach. I was just thinking what a waste of a perfectly good battery it was when —"presto"— the current suddenly dropped to about 6 amperes.

As the mechanic disconnected the Charger and re-

FOR TOWING.—Towing brackets for Standard 8, 12 and 14 h.p. cars have been added to the range of B. Dixon-Bate, Ltd., Chester, and are now available "off the shelf." This picture shows one of the Standard 8 h.p. brackets fitted.

HOW MUCH IS *YOUR* GOODWILL WORTH?

The goodwill of its customers is the very life-blood of any business. Every Trader of repute knows this, and strives by all means within his power to create a circle of satisfied customers who have complete confidence in any recommendation he may make.

Garage owners who have recommended their customers to fit John Bull "Heavy Tread" tyres can rest assured that the consistently excellent performance they give will always live up to the claims made for them. Thus invaluable repeat orders must follow.

The unique John Bull policy of distributing tyres only through Garages remains unchanged. We shall always believe that the replacement tyre trade is the rightful heritage and natural birthright of the Garages of Great Britain.

JOHN BULL
'HEAVY TREAD'

DISTRIBUTED ONLY THROUGH GARAGES

JOHN BULL RUBBER COMPANY LIMITED LEICESTER MT 3/50

With an eye to the future

F.A. Cup Final :—April 29th.

CLEVELAND SERVICE NOW . . .
CLEVELAND PETROLS LATER

placed my terminals, another car was pushed alongside me, and I was so relieved at my narrow escape that I called across to the battery on it and told him of my harrowing experience.

"You don't need to worry," he said, "that's the new Crypton Fast Battery Charger they have used on you. It can't do you any harm providing you don't make a habit of it."

Cuts down automatically

"I'm not so sure," I said, "75 amps. is too much to give a battery. I'm thankful the Charger broke down."

The other battery laughed. "The Charger didn't break down," he chuckled—"It's made that way. You know that tube affair they stuck in your centre cell—well, that's what they call a thermostat. As soon as your temperature reached 110 degrees F. it cuts the charge rate down to a trickle. That's the secret of the whole thing. It's impossible for the current to flow long enough to hurt you. As a matter of fact, I've had a fast charge on three occasions and it hasn't done me any harm. I'll bet you feel as fit as a fiddle now, don't you?"

I had to confess that I did, and as proof my owner came in just then and pressed the starter-button. Gee! Did I make that engine turn over.

As we ran out of the garage, I noticed it was just 55 minutes since we went in, which, when you think of it, is pretty good going. It's been a real experience for me, and conclusive proof that you *can* be fast charged and live to tell the tale.

New Local Rating Procedure

Sorting out a tangle

LONG-AWAITED reforms in the present-day local rating system will gradually come about through the Local Government Act of 1948.

The incidence of local rating has been in a tangle for many years because each assessing authority throughout the country (Borough and County Borough Councils, etc.) has had its own particular methods. Lack of uniform practice led to much injustice, as between one area and another and as between different classes of ratepayers in the same area.

For example, a professional man earning a large income from a small office might have to pay in rates one-third the amount that a local trader paid, though the latter's nett income were one-third that of the professional man.

Now, all the local assessing authorities are to cease to be such, and their powers *as assessing bodies*, pass to valuation officers directly appointed by the Board of Inland Revenue.

The local authorities will continue to *levy* their own rates, but the determination of assessments everywhere (in England and Wales; Scotland not affected) will be in the hands of the Inland Revenue Board.

To establish the new standards, a complete revaluation—the first complete survey for some 16 years—will gradually take place throughout the country, and this task, it is estimated, will take two years.—M. H.

FOR EUROPE TOUR.—This 14 h.p. Lea-Francis chassis was supplied by Glanfield Lawrence (Cardiff), Ltd., Lea-Francis distributors for Glamorganshire and Monmouthshire, to Sid Plummer, the stage artist, for transporting his xylophone and stage properties on a tour of Europe. The body, built by William Lewis and Sons (Cardiff), Ltd., is of Australian oak and Gaboon mahogany.

ALUMINIUM REPAIRS AND MAINTENANCE

Standard tools are usually quite satisfactory

The following article on fabrication and assembly of aluminium, appearing in the "Aluminium Courier," deals with repair and maintenance as related to common workshop practice.

Readily manipulated

ALUMINIUM and its alloys are light, easily cut and readily manipulated; the jointing techniques used for the older metals, except soldering, apply also to aluminium.

Some special practices (e.g., unusually slow spiral angles on twist drills and a wide set on machine saws) are economical for big organisations interested in specialist or repetition work, but can safely be ignored in the small shop, where standard tools are found fully satisfactory.

Repairing Damaged Sheet Metal Work.—Depending upon alloy composition, damaged sheet work may often be repaired by bending or hammering; the chief exception is the high strength heat-treated sheet (including alloy clad with pure aluminium), which requires re-heat-treatment before and after any cold shaping but the very simplest.

Tears can sometimes be repaired by welding, but the welding of sheet below 18 S.W.G. requires skill and experience to avoid burning through. All flux residues must be removed by scrubbing with hot water.

Sheet aluminium can be effectively shaped by panel-beating methods, using wooden or hide hammers, and working on soft sheet whenever possible. Sharp bends should be avoided, particularly in the heavier gauges.

Bending of Tubes and Sections.—Tubes up to 1in. diameter can normally be bent cold without a former. Larger diameters or very thin-walled tubes require internal support by filling with sand or resin, or by springs and other devices, to avoid collapse.

Non-heat-treatable alloys can be more easily bent if warmed slightly (until a wooden stick applied to the heated surface leaves a light brown streak). Generous radii are necessary for the bending of sheet, sections and tubes in the harder alloys.

Riveting.—Rivets should be removed with care, preferably by drilling, in order to avoid damaging the surrounding metal. It is usually advisable to ream out the holes to a larger accurate size, and use a larger rivet when re-riveting.

There is a wide range of aluminium-alloy rivets in various shapes and sizes, and simple squeeze riveting tools are suitable for the smaller sizes. Rivets over ⅛in. or ¼in. diameter require considerable power for driving. Small rivets can be driven with a 1-lb. hammer and backing dolly; a small number of blows, accurately placed, is the ideal. Copper or brass rivets should not be used in aluminium.

Cutting and Drilling.—Ordinary tools as for steel are quite satisfactory. Files should preferably have a coarse cut so as to give ample clearance for swarf removal and to avoid clogging. Aluminium-alloys machine very easily as a rule, and speeds are high.

Screw threads in tapped holes should be deeper and wider than in steel: this gives a larger bearing surface for the bolts and diminishes the possibility of loosening.

Repair of Castings.—Broken castings can sometimes be repaired by welding at the hands of a skilled welder. The special filler rods available for welding should be used, and the fracture vee-ed out if necessary. Pre-heating is necessary in most cases, followed by slow cooling after welding, in order to minimise thermal stresses. Aluminium has a much higher specific heat than steel.

Painting.—All grease and loose dirt must be scrubbed off with a solvent such as naphtha or white spirit. The surface should then be roughened, or, on large smooth areas, proprietary chemical pre-treatment may be more convenient. Zinc chromate priming paints are recommended, with any normal finishing coats that are compatible.

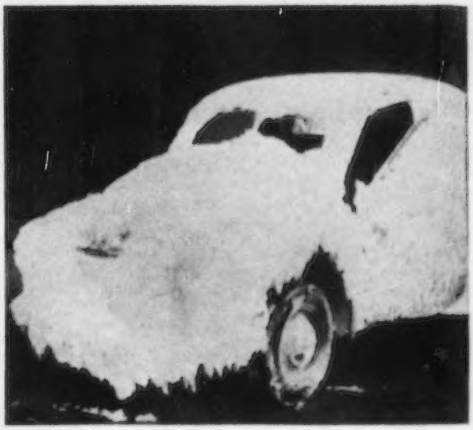
When re-painting damaged surfaces, the old paint should be removed with a suitable paint stripper (not alkali); if necessary, the area may be roughened to provide a key for the new paint coats.

NUFFIELD NEWS TOPICS

BLOW HOT
BLOW COLD

5 DAYS in the 'frig'!

Low temperature tests are a vital part of Nuffield's quality-control system. After temperatures of minus 8° F, this 'Oxford' started at the second go! It is no coincidence that Nuffield have just secured orders worth $8,000,000 *from Canada. And you know how cold it can be there!*



ON THE OTHER HAND

the problem in the tropics is heat, and the humidity that goes with it. High temperatures affect carburettor behaviour and the overheating safety margin. So a car has to go through the 'Turkish bath' just to see how it will stand up to summer heat in Singapore.

MORRIS · WOLSELEY · RILEY · M.G. · MORRIS COMMERCIAL

THE NUFFIELD ORGANIZATION

Overseas business: Nuffield Exports Ltd., Cowley, Oxford and 41 Piccadilly, London, W.1.

N NUFFIELD PRODUCTS

STRICTLY ENTRE NOUS

by LFJ

"Cornish giant"

IN our commercial vehicle feature, the other Saturday, there was a reference to Richard Trevithick and his connection with a Cornish motor industry firm of to-day. He was, as was then explained, one of the very greatest of the early steam engineers. Always, his name will be held in the highest honour. Nevertheless he died poverty-stricken, and apparently neglected. Not long before, and foreseeing that end, he wrote a letter to a friend that concluded with these words:—"However much I may be straitened in pecuniary circumstances, the great honour of being a useful subject can never be taken away from me, which to me far exceeds riches." Trevithick was a great engineer; he must also have been a great person. Success, as we have now come to think of it, was denied him; nor would he have at all understood the modern and vulgar philosophy associated with it. He knew of something better than that—and it sufficed even without dividends.

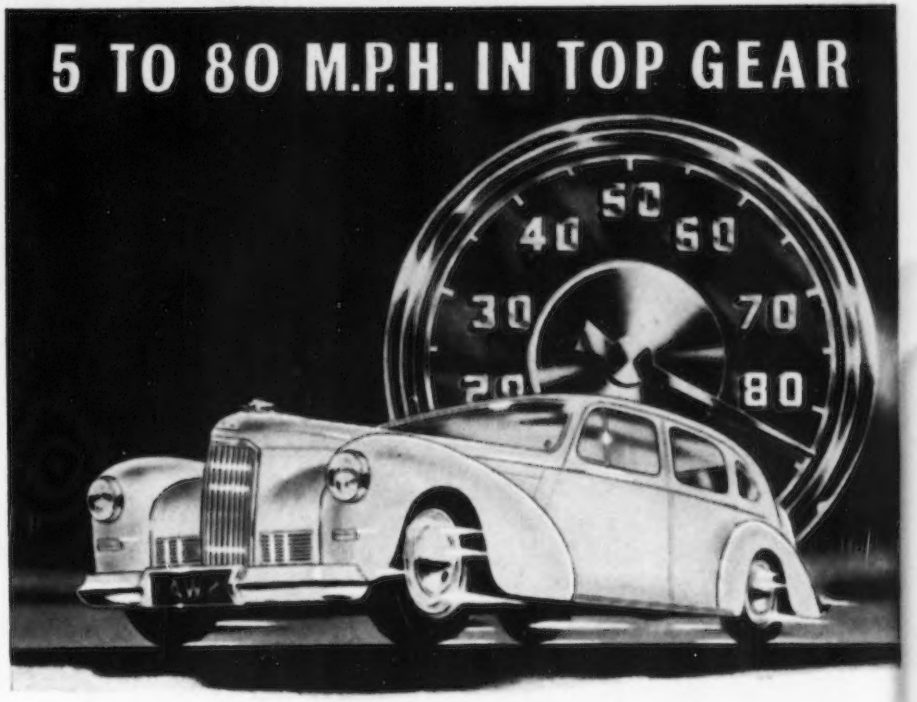
Safety after dark

THE unlit stationary vehicle is one of the worst night menaces of the roads. That is well known, but I have also come to wonder whether the ordinary rear light is altogether adequate for present-day conditions. It is so, at any rate as a rule, when the car is in motion, but if a halt is made then the case may be different. Almost within a week I have heard of two accidents in which stationary vehicles were run into from behind, despite the fact that their tail lights were on. Both occurred on main roads of more than reasonable width; both were also fatal. In one case the victim was a motor industry executive, whom we may fairly assume to have been a driver of more than average ability. As he failed to see the red glimmer ahead, it is also reasonable to suppose that it was insufficiently powerful. Circumstances can arise, and very easily, in which the ordinary rear lamp is hardly noticeable at any distance. That may be so when traffic is approaching from the opposite direction, or when there is mist about, or smoke from a bonfire. Such contingencies must clearly be taken into account, and really the solution would seem to lie in providing tail lamps that can be turned from "dim" to "bright" whenever the vehicle is going to be stopped for any length of time by the roadside. The idea is worth the attention of the electrical equipment people.

Colourful publicity

ONE of the house organs that I always study carefully is "Perkins News," issued by the Peterborough oil engine firm. It is a highly unusual production, and in fact I do not know of another like it. Of the text no more need be said than that it keeps the trade reader fully informed about the activities of this highly progressive concern, but the feature of the periodical is its illustrations, and the lavish use of colour. There, the editor, L. W. J., Hancock, shows himself to be something of a genius. The pictures include anything from trick photography and modern art down to humorous sketches and reproductions of old masters, and some of the colour work is most striking. Students of motor industry advertising, and of display as well, should be able to learn something from this magazine. Readers can obtain copies by applying to F. Perkins, Ltd., Peterborough, mentioning this paper.

5 TO 80 M.P.H. IN TOP GEAR



Miles ahead in

PERFORMANCE, COMFORT & SAFETY

HUMBER SUPER SNIPE

BEST PERFORMANCE
BRITISH CARS—MONTE CARLO RALLY 1950

BY APPOINTMENT TO H.M. THE KING MOTOR CAR MANUFACTURERS HUMBER LIMITED

An outstanding model of a famous British marque, the new Humber Super Snipe combines vivid acceleration and brilliant top gear performance with superb road holding. A car in which high average speeds can be maintained with effortless comfort. A TOURING LIMOUSINE is now also available with power-operated division.

PRODUCTS OF THE ROOTES GROUP

London Showrooms and Export Division: Rootes Limited Devonshire House Piccadilly London W.1

NO CHANGE

Your profits

The fastest and most reliable plugs on earth are also the ones on which you still earn your full discount.

Sell K.L.G. sparking plugs to your customers in the knowledge that your reputation is safe—and so are your profits.

SMITHS MOTOR ACCESSORIES LIMITED, CRICKLEWOOD WORKS, LONDON, N.W.2

IN DISCOUNT

remain as high as ever with K·L·G

SMITHS

K·L·G PLUGS

The Plugs that are 100% British

THE MOTOR ACCESSORY DIVISION OF S. SMITH & SONS (ENGLAND) LIMITED

FULLY MOBILE

Single Tier Tyre Rack (MT/62) as illustrated £6.15.0d. plus tyres

Double Tier Tyre Rack (MT/60) capacity 30 car tyres £10.10.0d. plus tyres

Particulars of Tyres & Tyre Racks from :—

THE REGENT TYRE & RUBBER CO. LTD.

Jubilee House, 207-213 Oxford Street, W.1.

FACTORIES

London : Newcraft Works, Commercial Road.
Edmonton, N.18. 'Phone : TOTtenham 5422.
Manchester : Enterprise Works, Clifford Street, Patricroft. 'Phone : Eccles 3435.

The MOTOR TRADE PARLIAMENT

In which Readers Express their Views

Communications intended for the Motor Trade Parliament should be addressed to The Speaker, "The Garage and Motor Agent," 62, Doughty Street, London, W.C.1.

Who Sold These Cars?

SIR,—After reading your "Terse Talk" on "Who sold these cars?" in the March 25th issue, we feel that it should be our duty to contribute our small share to the statistics called for. We therefore submit a summary of our new car sales over the years referred to. These are new cars, as distinct from light vans and other vehicles:—

		Approx % of 1938 deliveries
1938	14 cars	
1946	7 cars	50
1947	5 cars	36
1948	5 cars	36
1949	7 cars	50

We trust that the figures will be of some service.

WARWICK.

[*It will be recalled that our March 25th Terse Talk showed that total new-car registrations for each of the years* 1946, 7, 8 *and* 9 *were about* 56 *per cent. of* 1938 *registrations. But dealers in general have found that deliveries passing through their hands since the war, compared with their* 1938 *deliveries, are less than that; some say only* 25 *per cent. Mr. "Warwick" has therefore been fairly fortunate. But the question "Who sold the cars that were not apparently handled by the trade?" remains. Facts like those supplied by Mr. "Warwick" and others are wanted by the Committee which is now investigating the position. Can you help?* —THE SPEAKER.]

Service Weeks

SIR,—I read with interest Mr. Maxwell's letter on "Service Weeks" in your April 18th issue. Although I agree with him on the general principle that no work should be undertaken free of charge, this is a service which, if handled properly, pays in the long run an honest dividend. To my way of thinking, this is the point to be borne in mind.

We have in the past run service weeks, and if it is made perfectly clear to the motorist (whether he be a regular customer or not) what he gets free of charge and what is chargeable, you can create a goodwill which is of great future value. Every effort should be made to see that the car owner is given a fair and accurate report of his car, and no impression should be created that this is some catchpenny scheme.

Even if service weeks are made chargeable to the advertising side of any business, the results obtained are always justified.

Millar's Garage (Stirling), Ltd.

CHAS. S. SHARPE.

Stirling.

[*I suggest that "if properly handled" are the key words in Mr. Sharpe's remarks.* —THE SPEAKER.]

Wanted: A Publicity Man

SIR,—May I congratulate "The G. and M.A." on the excellent Terse Talks of the past two issues, namely, "Wanted: a Publicity Man" (April 1st) and "Educating a Nation" (April 8th). As usual "The Garage and Motor Agent" has hit the nail well and truly on the head.

The article on car consciousness in the U.S.A. through the medium of publicity is paradoxically inspiring and at the same time, depressing: inspiring in revealing what publicity can do in making a nation car-conscious and yet depressing in revealing to us our acute shortcomings in this country. It is indeed high time that our industry tackled this question of making the nation car-conscious in a drastic manner, and the effort should be an all-embracing one on a generous scale.

I would suggest that the manufacturers in particular should contribute to the campaign. Let them reflect that if they were to spend a little less money on purely pres-

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tige advertising, of what I would term the "irritant" type (namely, "The new 'Mostyn' is earning escudos in Portugal for Britain") which is not only of no consolation to the weary British motorist waiting years for delivery of his new car, but can only serve to irritate him, and instead diverted some of their advertising budget to making this country more motor conscious, the benefits, not only to the industry, but to the nation as a whole would be manifold.

I have already broached this subject of a national advertising campaign among certain motor trade circles, and am glad to state that there appears to be quite a wide measure of support, although I did encounter opposition in one direction, the view being advanced that to indulge in such a campaign would be a self-interest move on the part of the industry. But this is surely begging the question. It is, of course, essential that the campaign shall be conducted on the right lines, the basis being *National need* as so rightly stated in your Terse Talk "Demanding more Vehicles" on March 18th.

As I pointed out in my letter of April 1st, there is no doubt that the economic well-being and the productivity of the nation is largely dependent on adequate transport, both cheap and reliable, and the motor car and commercial vehicle are the answer to this.

For and on behalf of
Wembley Court Motors,
E. A. MOLYNEUX.
Sales Manager.

Wembley.

[*Thank you, Mr. Molyneux, and my very best wishes for the success of your efforts. Mr. Molyneux, incidentally, would be glad to hear from other hon. Members of this House who are also convinced of the urgency of motor transport being publicised in this country.*—THE SPEAKER.]

Costs Of Petrol Retailing

SIR,—As a trader with a very keen interest in the petrol sales side of our business, I, for one, should be pleased to learn just how the hon. Member "Sepia" (April 8th issue) arrives at his average nett costs per gallon of the petrol he sells.

Quite frankly, if my own costs were anything like the figure he quotes, I am sure I should certainly be anything but satisfied. It would appear that either his throughput totals are small, or his extended hours of business too long, or his staff top-heavy in proportion to the amount of business he is handling.

Possibly, other hon. Members might wish to comment on this most interesting aspect of petrol retailing.

EASTERN COUNTIES.

[*Mr. "Sepia," it will be recalled, said that it costs his company 3.4d. per gallon to retail petrol efficiently to-day, whereas their profit is only 3.28d. We shall certainly be interested to hear how other hon. Members' figures compare with these.*—THE SPEAKER.]

Out of the Past

35 YEARS AGO. "The G. and M.A." 24/4/15.

THE Agents' Section, Ltd., are out after new recruits for the ranks of those who are pledged not to listen to the voice of temptation, and to abjure price-cutting, and similar suicidal acts. Let all those who have received the request from the committee go forth with strong hearts, determined to bring in at least one fresh member each, and the retail trade will have a force behind it not to be despised. Those, too, who are not yet members, let them make up their minds to listen with open minds to any who call upon them to enlist their help.

20 YEARS AGO. "The G. and M.A." 19/4/30.

MOTOR AGENT'S ASSOCIATION and the leading motor insurance companies should at once draw the attention of the Minister of Transport to the extreme undesirability of his proposed regulations concerning broken-down motor vehicles in the London Traffic Area. To all practical intents and purposes they will give any policeman in uniform an incontestable right to send breakdown jobs to any repairer he chooses. When the police refuse to allow repairers, outside whose premises accidents have occurred, to push the wrecks into their works, and, instead, telephone to repairers at a distance to send breakdown lorries to tow the damaged vehicles away, indignation is apt to develop.

Chromium Plating

SIR,—This correspondence has been interesting, principally because no one seems anxious to offer any practical information. So here goes:—

Chromium plating differs in two important points from any other type of plating. First of all it is perfectly easy to plate chromium straight on to iron or steel, with practically no preparation, and with such jobs as plating cylinder bores or bearings this method is simple and satisfactory.

The snag when the plating is on components exposed to the atmosphere is that

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chromium is porous. Damp gets through the chromium with consequent corrosion underneath. This is why so much of the early chromium plating on cars was so terribly bad, as many hon. Members of the House will remember.

Nowadays no reputable firm would plate straight on to steel or iron without first coating with another metal, and bad plating now is due to faulty undercoating. The fact that whether the undercoating has been well or badly done makes no difference to the appearance (when first examined) covers up a multitude of sins. The chromium will adhere just as well where the undercoating is faulty, but of course in time the damp gets through.

Of course the porosity is an advantage with plating on cylinder bores, etc., as it holds oil, but it is the root cause of the trouble with plated components.

We have no interest in chromium plating, but the writer was born inquisitive, and has a friend who is a well-known metallurgical chemist.

The Acre Rubber Co., Ltd.,
W. O. WINKFIELD,
Director.

Glasgow.

[*Our thanks to Mr. Winkfield and his friend for an informative contribution to this debate. Although the chromium-platers themselves are conspicuous by their silence, there seem to be plenty of other voices to explain why their work sometimes goes wrong.*—The Speaker.]

Chromium Plating

Sir,—Silence, gentlemen, pray silence whilst your old fathers speak! For in many processes of chromium-plating, nickel will be found very closely associated.

So, in "Bicycling News" Trade issue February 13th, 1901 — why pick on the thirteenth?—it says, "Bad plating is the curse of the small maker. It is a costly job for a manufacturer in a small way to do his own plating, but the plating houses in cut competition are scarcely to be relied on.

"Most particularly noticeable is this in the case of sundries and accessories, and the contrast is most striking when these things are placed on a high-class bicycle. Pump clips, bell bands, or the little levers of a two-speed gear, will at once jump to the mind in support of this complaint of shoddy plating. Such things will fade to a red rust in a month, on a machine that has stood several seasons without blemish in the plating.

"It is a small point which gives a disproportionate amount of annoyance to customers, and might be so easily avoided with a most insignificant extra outlay."

Looks to me as if we motor blokes inherited this situation. The difference is that the "rust" has an extra coat to get through nowadays. Basically, plating, as a process, remains just as tricky.

RIP VAN JHANSI.

[*Didn't someone once say that there was nothing new under the sun?*—The Speaker.]

April 8th Memory Test

Sir,—The car illustrated on page 38 of your April 8th issue is certainly a Darracq. I think it is a 1906 10 h.p. 2-cyl.

There were two models made in that year, one a long chassis with a full side entrance body as photograph, and a short chassis with a swing seat side entrance.

HENRY W. FORD.

London, N.1.

[*Thank you, Sir.*—The Speaker.]

Sir Charles Friswell

Sir,—Extract from "Motorists' Annual," 1904 edition: "Friswell, Charles, 1, Albany Street, London, N.W., Holborn Viaduct, London—is Managing Director of Friswell, Ltd.—in 1903 journeyed to Russia, where he dug the Passe-Partout car out of the frozen snow at Novigovorod, and brought it to England."

Again from "Motorists' Annual," 1907 edition: "Friswell, Charles—1, Albany Street, London, N.W.—car 24 h.p. Peugeot—is Managing Director of Friswell (1906), Ltd.—was the defendant in the patent action of the British Motor Traction Co. versus Charles Friswell, respecting the carburetters, which patent was overturned and saved the industry nearly five millions of money in royalties."

I make big claims for Friswell. Not only did the Maybach carburetter case save the industry millions, it was the most important "patents" case ever known in the history of the British motor trade. Also, in my view, Friswell was the father of the great used-car business, now the largest section of the motor trade.

Friswell, Ltd. (their advertisement usually

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took the back page of the "Autocar," offering the Baby Peugeot) never stayed the same after the death in the Lusitania disaster of the Sales Manager, Guy Lewin.

COACHBUILDER.

[*Mr. "Coachbuilder" certainly knows how to tickle one's memory, with a few well-chosen words.*—The Speaker.]

Direct Petrol Supplies

Sir,—I have followed with interest the correspondence on this subject, and am rather surprised to find that up to the present no one has given credit to the Cleveland Petroleum Company for the policy of close co-operation with, and support given, to, the trade since "de-merge."

Also I am sure my memory serves me well when I say that the Cleveland Petroleum Company was the only company that supported the trade 100 per cent. pre-war.

This policy appears to have been overlooked by previous correspondents.

A. J. BAKER,
Partner, Parkstone Garage.

Nottingham.

[*Thank you, Mr. Baker. Forgive me for pulling your leg by saying that if you yourself had written earlier the point would not have arisen.*—The Speaker.]

Accessibility Of Vital Units

Sir,—I hope manufacturers will before long take seriously "Jhansi's" remarks, in his April 15th Tortuous Talks, about the inaccessibility of units which may one day require attention.

There must be hundreds of motorists who jib at having a minor, but often very necessary, job done on their car, on account of the high labour costs involved through the long time needed to remove and replace the unit concerned. It is too often that a car is so designed that it has to be taken nearly to pieces to enable one small unit to be reached, in order to put in a replacement part costing in itself only a few shillings.

So it is that the motorist in this predicament carries on with the fault unremedied (despite the garagist's advice), because he cannot see why such an apparently little thing should cost so much.

The end of the story is often a badly-smashed unit as a result of the neglect, and a customer faced with a bill perhaps ten times as much—which doesn't make for happy relations between the trade and its customers.

SENNOCKIAN.

[*A subject which can be counted on to turn up regularly in motor trade discussions is this question of the accessibility of a vehicle's bits and pieces. Plug away at it, Gentlemen, for—who knows?—one of these days a designer may read, mark, learn—and act.*—The Speaker.]

Long-service Employees

Sir,—At our annual general meeting held recently, the question of the length of service of the employees was raised.

Investigations revealed the following interesting facts:—

1. Out of the total staff of under 70, seven members have served the company for an aggregate of 227 years.
2. One has risen from an unpaid office boy to be chairman of the company.
3. Another one who commenced as an errand boy is now the senior director.
4. Five of the seven mentioned are directors of the company.

Point one probably does not create any sort of comparative record, but the four taken together do make, in our opinion, interesting history. Appropriate recognition of loyal services rendered has been the basis upon which the business has functioned and flourished, and the directors see no reason to change this policy.

Incidentally, the business is 138 years old, being founded in 1812.

Bligh Bros., Ltd.,
REGINALD MOAT, F.I.M.I.

Canterbury.

[*Congratulations, Bligh Brothers, on an excellent and most impressive record. Can any other hon. Member beat it, by the way?*—The Speaker.]

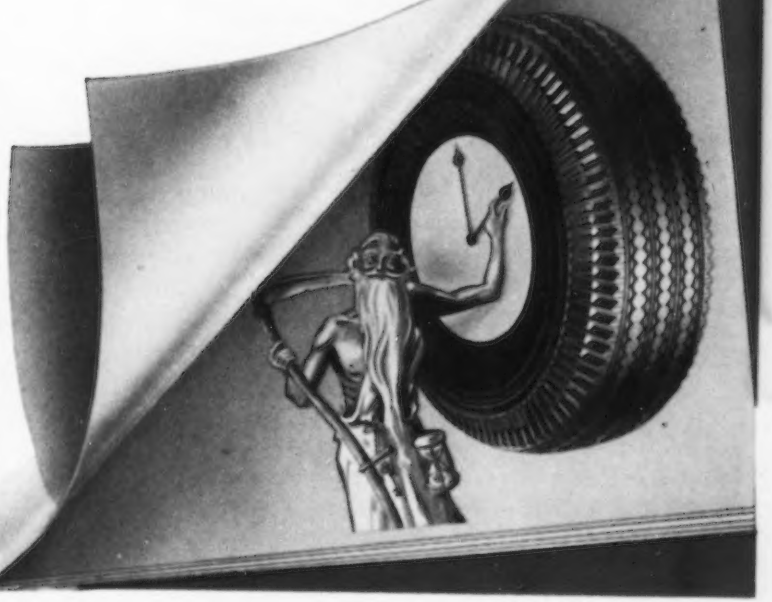
Tyre-fitting Dangers

Sir,—Before closing the debate on the dangers arising from loose wheels and defective tyres, the House may like to be reminded of the precautions which should be taken to prevent injury during the actual

TYRE SALESMAN'S REFRESHER COURSE

Q. What did INDIA do in 1928?

A. INDIA introduced a tyre — the INDIA SUPER TYRE — which was so far in advance of its time that it rapidly gained a phenomenal reputation for mileage and road-holding qualities. INDIA has never lost the technical lead it established before the war, and the present INDIA tyres, designed and built in one of the best equipped tyre factories in the United Kingdom are well in advance of current practice and continue to maintain the reputation they earned twenty-two years ago as "the finest tyres made."



Big News!

FTS PRODUCT

"DOUBLE-LIFE" SILENCERS

GIVE 10% MORE POWER

"STRAIGHT THROUGH" FOR NO BACK PRESSURE

By abolishing baffle plates, FTS "Double-Life" Silencers need virtually no engine power to force the gases through and more work can be done by the 10% power increase.

If you also want . . . MORE MILES PER GALLON • BETTER SILENCING GREATER ACCELERATION • FEWER ENGINE OVERHAULS LESS VALVE TROUBLE • LONGER LIFE . . .

FIT FTS "DOUBLE-LIFE" SILENCERS NOW

At prices competitive with those for baffle type silencers. All genuine FTS Silencers are stamped "Double Life" on the case.

Buy from your garage or motor factor. If any difficulty send order to us and state your usual trader's name.

F. TAYLOR & SONS (MANCHESTER) **LIMITED**

BARR HILL WORKS, BOLTON ROAD, SALFORD 6, LANCS.

Telegrams: COMPONENTS, MANCHESTER. Telephone: PENDLETON 1341

Hopwood

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fitting of tyre to wheel. Unfortunately there are a number of cases on record where a fitter was seriously injured or even killed fitting a tyre—particularly a giant.

1. It is essential before proceeding to inflate that the locking ring should fit snugly into its groove and be properly covered by the loose flange.

2. If the locking ring is not properly in place before the tyre is inflated, the flange may be blown off, with potential damage to tyre, rim and fitter.

3. During inflation, turn the fitted wheel over with the flange and locking ring towards the ground or facing a wall (or towards the boss, if you dislike him!)

4. An additional precaution is to stop inflating at 10-15lbs. pressure and inspect the flange and locking ring to see that they are correctly fitted.

5. The surest method of preventing accidents during inflation is to use a cage. These can easily be constructed from 1½in. by ¼in. angle iron.

JUBAL.

[Once again we are indebted to Mr. "Jubal" for some good, sound, practical advice. He is undoubtedly a man with a big desire to help others. Incidentally, the loose wheels debate is one which I should not deliberately close. Talking space will always be found if anyone has anything important to add to it.—The Speaker.]

"Let's see—before I give you your new overalls and beret, I'll just check the degree of camber for your size in hats!"

COMMERCIAL VEHICLE & TRACTOR BUSINESS

By "Transit"

Promising junior

LATEST entry into the garden tractor market is the Farmers' Boy, of which an illustration appears below. Deliveries to the home market will begin next month, and the distribution is in the hands of the well-known motor trade concern, G. W. Wilkin, Ltd., of Weston Park, Kingston-on-Thames, who are now inviting applications for main agencies in counties. The machine is made at Hampton Wick, by the Raven Engineering Co., Ltd.

The general layout will be gathered from the picture, and the power unit is the four-stroke J.A.P., with fan cooling, starting being by cord. A particularly commendable feature is that the finish is applied on the top of a rustproof undercoat; apart from that, the tractor has been designed to tackle an unusually wide variety of jobs, including rotary hoeing and potato lifting among others. It can also be used with a saw-bench, and for such purposes as spraying and pumping.

Operating costs of the Farmers' Boy are two shillings for 12 hours.

The various accessories and implements are quickly interchangeable, and the track may be adjusted to suit various crops, while large-diameter wheels can be fitted for ploughing in place of the standard equipment.

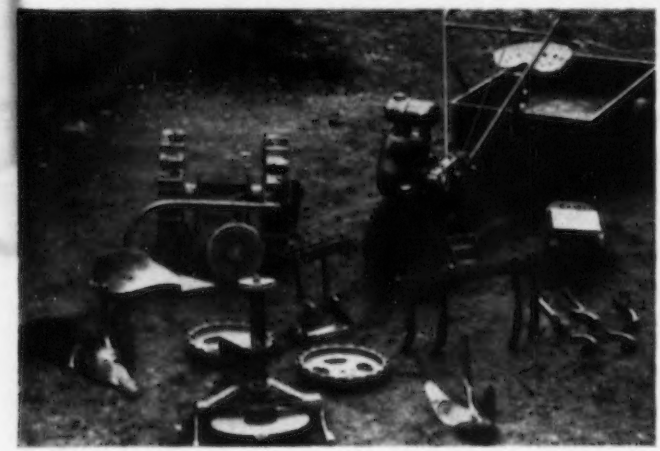
The Farmers' Boy impresses as a carefully-planned and thoroughly practical little cultivator, retailing at £52, which price includes the toolbar and certain accessories. A six months' guarantee is given with the tractor.

Service in the wilds

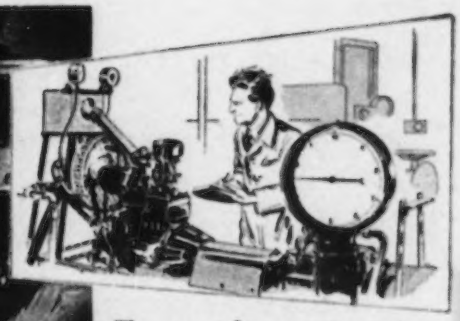
In practically every overseas market the provision of service facilities presents a major problem to the vehicle manufacturer. Customers may be scattered over a vast area of territory, and many may live in places comparatively remote from civilisation. In such cases, the only thing that can be done is to employ mobile service units to bring the aid to the spot where it is required.

A system of this kind has been developed by the Leyland concern in South Africa, and the details provide some interesting reading. Two new vans have lately been put on the road in connection with it, each being fully equipped as a workshop and testing plant.

The bodies, specially designed and locally built, are mounted on diesel-engined Comet chassis, and incorporate a sleeping compartment for the crew. Extra tankage gives the vehicles an operating range of 800 miles, and routine circuits of well over 700 miles are regularly made as a servicing trip.



The Farmers' Boy is a miniature tractor that will plough, cultivate with tines or rotary hoe, drill, mow, spray, cut hedges, roll, carry, ridge, disc, saw up wood and lift potatoes—for two shillings for 12 hours. It is seen here with its various fittings.

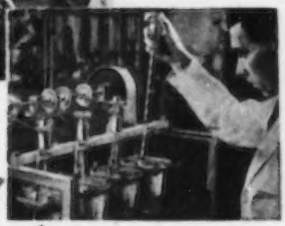


Exacting tests guarantee the performance of

Essolube is continuously subjected to engine tests under conditions far more rigorous than those likely to be encountered in use.

Essolube

Constant research in the Esso Laboratories has developed Essolube's astounding fidelity of performance. That is why the leading motor-manufacturers and garages alike recommend Essolube — the oil for wiser drivers.



(LEFT) Low temperature viscosity tests determine the behaviour of a lubricant under severe climatic conditions.

(RIGHT) Determining the extent to which a motor oil will deteriorate through oxidation.

LEADING MOTOR MANUFACTURERS RECOMMEND ESSOLUBE

the oil for wiser drivers

ANGLO-AMERICAN OIL COMPANY LIMITED

The MOTOR INDUSTRY'S NEWS

PURCHASE-TAX PROPOSALS FOR C.V.s AND CARS

SUMMARY OF CHANGES EMBODIED IN BUDGET

FROM MAY 1st

THE following details of the new purchase tax which it is proposed in the Budget to place upon goods vehicles are included in the "Financial Statement (1950-51)" issued by the Stationery Office.

Purchase Tax.—It is proposed that, from May 1st, 1950, purchase tax shall be chargeable at the rate of 33⅓ per cent. on mechanically propelled vehicles constructed or adapted for use for the carriage or haulage of goods or burden of any description not forming part of the vehicle or necessary for its propulsion or equipment (including vehicles designed for use as trailers with a mechanically propelled vehicle or as components of a composite vehicle which is mechanically propelled).

EXEMPTED VEHICLES

Certain exceptions, of which the following is a provisional list, will be provided for in the Finance Bill:—

Vehicles of the following descriptions constructed or adapted solely or mainly for the carriage of passengers:—

Ambulances and invalid carriages;

Tramcars, trolley vehicles and other vehicles constructed to carry not less than 12 passengers;

Vehicles of not less than 3 tons unladen weight;

Prison vans and fire tenders.

Vehicles of the following descriptions in which the accommodation for carrying passengers or goods is only incidental to the use of the vehicle for other purposes:—

Caravans;

Mobile cinemas and sound film production vehicles;

Mobile canteens, mobile clinics, and travelling libraries;

Mobile printing presses and other mobile workshops;

Hearses, but not including hearsettes;

Tower wagons, road construction, road cleansing, road watering, and refuse collecting vehicles. Farm tractors.

HIGHER-PRICED CARS

It is also proposed to reduce, from 66⅔ per cent. to 33⅓ per cent., the rate of purchase tax on motor-cars having a tax-inclusive retail value exceeding £1,280. This change will operate from April 19th, 1950.

The Commissioners of Customs and Excise have issued the following instructions regarding the delivery of those vehicles which are now subject to the reduced purchase tax of 33⅓ per cent.

The reduction applies to vehicles which are delivered on sale, or appropriated to retail trade or similar purposes on or after April 19th. In the case of sales by registered to unregistered persons, the reduction applies to vehicles actually dispatched on or after April 19th, **irrespective of the date when the contract of sale was made or the goods were invoiced.**

CHARGEABLE PROCESSES

The reduction applies also to chargeable processes, e.g., building a body on a customer's own motor chassis, if the work was not completed before April 19th.

Section 24 of the Finance Act, 1948, enables contract prices to be adjusted, in certain circumstances, in respect of vehicles affected by this alteration.

Vehicles delivered before April 19th by a registered person under a taxable sale (e.g. to a retailer) and vehicles appropriated by a registered person before that date to retail trade or other taxable purposes (e.g., hire purchase), **are not affected by the tax reduction.**

It is not open to registered persons to take back from retailers or from their own retail branches or from unregistered per-

(*Continued on next page.*)

MOTOR INDUSTRY'S NEWS

sons, to whom they have sold them, any vehicles on which the tax is reduced and claim rebate of tax in respect of them with a view to their re-delivery at the lower rate.

Other tax changes proposed in this year's Budget which affect the motor industry, in brief, are:—

Petrol and Fuel Oil.—Tax raised by 9d. a gallon from April 19th. Standard petrol ration to be increased from June 1st for 12 months instead of only in the three summer months of June, July and August.

Petrol Substitutes.—Tax of 9d. per gallon to be charged from April 19th. These are defined as any liquid intended to take the place of petrol as fuel for internal combustion engines, being neither a hydrocarbon oil nor power methylated spirits.

Power Methylated Spirits.—Tax on power methylated spirits (power alcohol) increased from 9d. to 1s. 6d. a gallon from April 19th.

Grants to Executives.—Tax-free payments to high executives of big companies become subject to surtax retrospective to the year 1949-50. Over 95 per cent. would be payable on large sums.

NEW PETROL PRICES

The Minister of Fuel and Power announces that he has approved immediate increases of 9d. per gallon in the maximum selling prices of motor spirit, diesel oil for road vehicles, white spirit and aviation spirit to cover the additional Customs and Excise duties now imposed.

This means that the maximum price of motor spirit ex pump will now be 3s. per gallon in the inner zone, 3s. 0¼d. per gallon in the outer zone, and 3s. 0½d. per gallon in the general zone.

NEW I.M.I. PRESIDENT

STANLEY S. DAWES ELECTED

At a Council meeting of the Institute of the Motor Industry, Inc., held on April 13th, **Stanley S. Dawes, M.I.Mech.E., F.C.C.S.,** was unanimously elected President for the ensuing year, in succession to **S. G. Davies.**

Mr. Dawes will be installed as President at the annual general meeting in July.

He has been Chairman of the Council of the Institute for the past four years, and previously held the Presidency from 1943 to 1946.

EDUCATING FARMERS

Garagists in agricultural districts note with considerable satisfaction that C. C. Wakefield, in their current advertising, are giving support to the retail trade by urging farmers to buy their lubricating oil from dealers, and to have their tractors serviced regularly.

Advertisements now appearing in farming journals carry attractive pictures of repairers and farmers talking together, with the following message:—

"Your tractor engineer is your best friend. Good to know that the friendly skill of your local tractor engineer is always on tap. It's part of his job to help farmers in trouble, and he's just as keen to keep your tractor on the job as you are yourself. But prevention is better than cure. Let your local engineer service your tractor regularly and ask him to supply you with Agricastrol tractor oil. He will tell you that this oil cuts running costs to a minimum—keeps your tractor in tip-top condition all the time. You can have no better safeguard. Get your oil from the man who gives you good service."

SALES TALK.—Area managers and outside sales staff at the annual sales conference of Smiths Motor Accessories, Ltd., held this year at the company's Birmingham depot.

MOTOR INDUSTRY'S NEWS

U.S. OIL SALES DROP

BRITISH POLICY CRITICISED

In a circular sent to their stockholders last week, the Standard Oil Co. of New Jersey stated that they had lost about 6 per cent. of their foreign sales last year, and were sustaining further losses this year through "discriminatory" restrictions by the British Government.

The loss last year, they said, represented 16 million barrels of crude oil and products —which were about equal to their sales in the United States—and "though serious, was less disturbing than the trend of which it is part. **Business being lost by New Jersey and other United States companies is being diverted to British and British-Dutch companies.**"

Contesting the British Government's claim that their domestic and foreign restrictions against American companies were necessary to save dollars, the company added: "Not only do British measures fail to result in as great a dollar saving as might be supposed, but New Jersey believes it is possible to meet the dollar-saving objectives of British policies **without dislocating American oil companies from their world markets through restrictive and preferential measures.**

"In the long run, British trade and exchange policies which were adopted to close the dollar gap can lead only to multiplying obstacles in the way of international trade."

FLINT GARAGIST HONOURED

During this month's meeting of the North Wales Division of the Motor Agents' Association, a presentation of an illuminated address was made to **P. W. Pumphrey, F.I.M.I.**, of the Premier Garage, Flint, in appreciation of his Chairmanship of the Division during the past seven years.

In making the presentation, the new Divisional Chairman, **G. Wilton Higginson**, referred to the excellent services rendered by Mr. Pumphrey, who had 100 per cent. attendance record at all London M.A.A. Council meetings during the years 1943 to 1949, and also at all meetings within the Division.

In addition, the Chairman paid a tribute to Mrs. Pumphrey for the support and encouragement she had given her husband over this long period, and for the many occasions upon which she had provided generous hospitality to the members of the Division.

PETROL COUPON TOLERANCE

FUEL MINISTRY AGAINST CHANGE

That he could not hold out hopes of any change on the 1 per cent. coupon tolerance on petrol deliveries, was stated by Deputy President **S. M. Caffyn** at last month's Council meeting of the M.A.A.

He was reporting upon a recent discussion on the matter with the Ministry of Fuel and Power, who had argued that **if the coupon tolerance was raised to 1½ per cent. on white petrol, 2,000,000 gallons a year would be required.**

It was also pointed out that some filling stations might not need the 1½ per cent. and so accumulate petrol which they might sell without coupons. In addition, the garage trade had been operating the coloured petrol scheme for 18 months, and it had been found that the number of requests for coupon-free loads had steadily declined.

There was, however, some hope, added Mr. Caffyn, that R.P.O.s might be advised in cases where petrol stations had to ask for coupon-free loads, and where the loss was not more than one-half per cent. over the 1 per cent., that their claims should be granted without difficulty. **In the meantime it was considered that the claims for coupon-free loads were not such as to justify any new move.**

TURIN MOTOR SHOW

Exhibitors from eight different countries are taking part in the 32nd International Motor Show, which is being held at the Exhibition Palace, Turin, from May 4th to 14th.

The countries represented are Great Britain, United States, Belgium, Czechoslovakia, France, Germany, Italy, and Switzerland. Included in the total of 300 exhibitors are 43 motor manufacturers, of which 15 are American firms.

DISTRIBUTORS' SECTION

During the recent meeting of the Vehicle Distributors' Section of the Society of Motor Manufacturers and Traders, a recommendation was put forward to the Council that the name of the Section should be changed to the "Vehicle Distribution and Service Section," as this was considered to be more descriptive of the activities of the members.

MOTOR INDUSTRY'S NEWS

LORD WAKEFIELD REMEMBERED.—A great figure of pre-war motoring and aviation was remembered when a walk in Hythe Main Gardens was named after the late Lord Wakefield of Hythe, founder of the Castrol Oil Co., and one-time Lord Mayor of London. The opening ceremony, which included the unveiling of a plaque (right), was performed by the Mayor of Hythe. Castrol Co. was represented by their Joint Managing Directors, W. H. Senneck and A. Limb, seen standing on the Mayor's left.

WEYBRIDGE SERVICE WEEK

MOORE'S STAGE FORD DISPLAY

Moore's (Weybridge) Ltd., Ford Main dealers, are holding a Ford Exhibition and Service Week from May 1st to 6th inclusive, at their premises at Weybridge.

The official opening, which is at 11.30 a.m., on the Monday, will be performed by General Sales Manager **Harold Mortimore**, of the Ford Motor Co., Ltd.

The firm are holding an "open house" at 70, Baker Street, from 10 a.m. to 7 p.m. each day, and, in addition to showing the latest Ford vehicles, are staging working demonstrations of the Ford fuel, braking and electrical systems.

Other exhibits include the road hazard driving test, sectional car parts, special tools for specific repair service, a pictorial record of the Ford Organisation, and a "disappearing engine." They are also giving maintenance demonstrations with a no-charge inspection of the visitor's car.

Hoffmann Manufacturing Co., Ltd., of Chelmsford, are moving their Dundee premises on May 29th from 48-50, Blackness Road, to more commodious and centrally situated offices and stockroom at 80, Bell Street, Dundee. Tel., Dundee 3265, remains unchanged.

BRITISH INDUSTRIES FAIR

ARRANGEMENTS FOR TRADE BUYERS

The following arrangements have been made for the admission of trade buyers and the general public to the British Industries Fair to be held from May 8th to 19th simultaneously at Earls Court and Olympia, London, and at Castle Bromwich, Birmingham.

Home trade buyers will be issued with a distinctive yellow badge on presentation of a business or invitation card and on payment of 2s. 6d. These badges, which are a plastic representation of the B.I.F. cogwheel motif, **will be issued to home buyers only at the Fair and not in advance.** Badges for overseas buyers, giving free admission to all sections, will be white in colour.

The Fair buildings in both London and Birmingham will be open to overseas and home trade buyers from 9 a.m. to 6 p.m. from May 8th to 18th, except Sunday, and from 9.30 a.m. to 4 p.m., on May 19th, the last day.

In the interests of trade buyers and exhibitors, admission of the general public to the Fair in London will be restricted to Saturday, May 13th, and Wednesday, May 17th, between 9.30 a.m. and 6 p.m., admission 1s. 6d.

In Birmingham, the public will be admitted daily between 2 p.m. and 6 p.m. at a charge of 2s. 6d., except on the last day, May 19th, when the Fair closes at 4 p.m.

MOTOR INDUSTRY'S NEWS

TRADE TERMS DISCUSSION

M.A.A. DEAL WITH PARTS AND FLEETS

Manufacturers had not yet seen their way to decide that trade terms on parts should be restricted to those firms in the "Red Book," President **Howard Godfrey** told last month's Council Meeting of the Motor Agents' Association.

They felt they could not take such a step, he added, until the accessory manufacturers had agreed to the same policy. Negotiations to this end were proceeding.

He was dealing with proceedings at a recent meeting of the Joint Committee of Vehicle Manufacturers and Retailers, and went on to say that this Committee had also discussed the allocation of new cars to the trade.

Two manufacturers had taken steps to find out what orders from January, 1946, were still outstanding. **Their investigations had shown the number to be small, and that a considerable proportion of them were not genuine.**

When the question of the supply of cars to fleet users was raised, the Deputy President mentioned that one manufacturer had asked whether a car bought by a fleet user and then supplied on hire-purchase terms to one of his staff, should be counted when arriving at the size of the owner's fleet.

In this case it has been decided that a vehicle subject to a hire-purchase agreement between a fleet user and his employee should not count as part of the user's fleet for fleet discount, **and the user should not be eligible for discount on such a vehicle.**

One delegate asked if any steps were taken to check the number of vehicles in use by fleet owners, as he thought there ought to be some check. Another pointed out that part of the activities of some local authorities had been nationalised, and, with their fleets decreased, **they should not now be entitled to buy on such favourable terms as previously.**

It was also suggested that the S.M.M.T. should from time to time ask for an affidavit from fleet owners to prevent them making false returns as to the size of their fleets.

Chairman and Managing Director **Sydney Guy**, of Guy Motors, Ltd., is recovering from pneumonia, but a long period of convalescence is necessary, and it is unlikely that he will be back at his desk for at least two months.

LEGAL WITS PROVIDE FUN

AT W. LONDON TRADERS' DINNER

No important pronouncements on motor trade policy were made at the annual dinner-dance of the West London Motor Traders' Association in London last week. It was not that kind of function, for the accent was on pleasure rather than on business.

Proposing the toast of "The Motor Trade," **John C. Maude, K.C., M.P.**, said that as a lawyer and the son of an actor, he knew nothing whatever about cars. Speaking on behalf of the legal profession, however, he said they were greatly indebted to the motor industry for their trade, and for the enchanting cases they provided.

In reply, Secretary **K. C. Johnson-Davies**, of the British Motor Trade Association, stated that the motor trade and the legal profession were closely interlinked, and even if they could not give immediate delivery to the legal profession, at least they could give them sufficient cases to earn enough money to pay for new cars when they came along.

Colonel A. C. Smith, proposing the toast of "The President and the West London Motor Traders' Association," pointed out that the Association had come a long way during the last 23 years, and nowadays they could not find seats enough for all the people who wanted to come to their meetings.

In reply, President **H. E. Brodrick** stated that during the past year the Association had again increased their membership and now had a long waiting list. They were going from strength to strength.

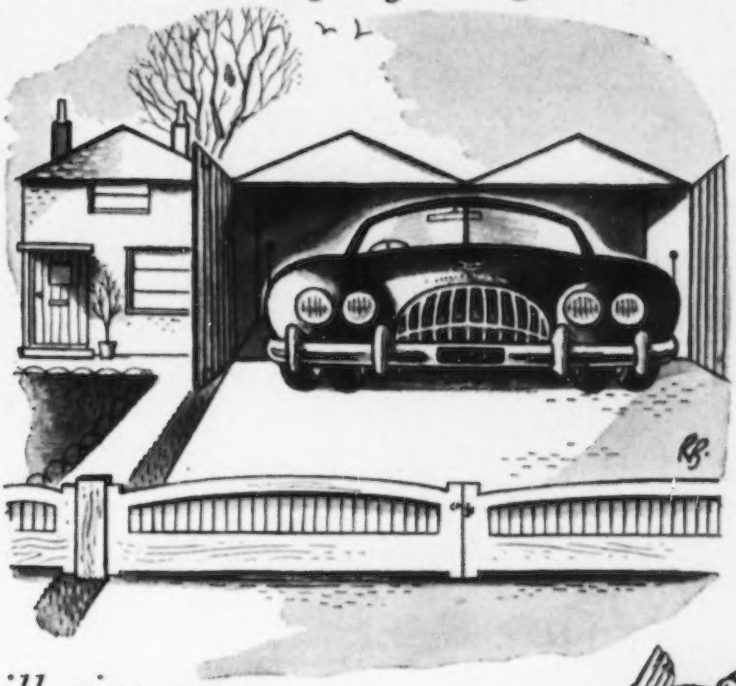
PRESIDENT'S GOLF TROPHY

Western Counties Division of the Motor Agents' Association played their qualifying round for the President's Golf Trophy over the Cirencester course, when the winner and runner-up were father and son respectively. The qualifiers were:—

E. S. T. Cole (Malmesbury), 78—5—73; **R. S. T. Cole** (Downend), 82—6—76; **K. D. Marshall** (Cheltenham), 88—10—78.

A surprise visitor during the afternoon was President **Howard Godfrey**, of the M.A.A., who promised to present the winner with a suitably inscribed tankard.

Whatever the shape of things to come . . .



I will give you

MORE MILES PER GALLON! *says Mr. MERCURY*

Whatever the designer may think up for us in the future — short of rockets and atomic turbines — the fuel to use for more miles per gallon will still be National Benzole Mixture. For benzole — the dollar-saving spirit refined from British coal — is a hefty fuel in its own right, packing a bonus of extra mileage in every drop.

On that simple and self-evident story our great pre-war sales success was built. We shall do it again — as soon as National Benzole Mixture is back in the pumps! And now is the time to prepare for this happy day. Our local depot will be delighted to start — or to renew — acquaintance with you.

NATIONAL BENZOLE MIXTURE

16T

MOTOR INDUSTRY'S NEWS

THEY WON CHAMPIONSHIP

BENZOLE SOUTHERN DIVISION

National Benzole Co., Ltd., gave a complimentary dinner at the Old Ship Hotel, Brighton, recently to their Southern Division, who had won the title of "Premier Division, 1949," thus reviving their pre-war custom of entertaining annually their champion division.

Included in the large gathering were members of the sales staff and senior personnel

of the Southern Division, as well as many guests from the local Benzole producing and tar distilling undertakings.

After the toast to the "Premier Division," proposed by the Sales Manager, **L. Halsey**, the presentation of the new Championship Shield (shown in our picture) was made by Director and General Manager **R. J. Smith**, of the company, to Manager **B. Saxby-Hawkins**, of the Southern Division.

SIMMS STAFF CHANGES

Simms Motor Units, Ltd., have appointed **E. E. Surrey**, who has been Manager of their Bristol branch since 1944, to be Manager of their Manchester branch, to date from May 1st. He replaces **W. Morton-Jones**, who has resigned. **G. Botterill**, outside representative at the Manchester branch, replaces Mr. Surrey as branch Manager at Bristol.

E. D. Broom, outside representative at the Cardiff branch for several years, became Manager of the Southampton branch on April 1st, in place of **K. D. Cole**, who has resigned.

AUSTRALIA PROVES IT

ENOUGH ALL-STERLING PETROL

Actual experience in Australia had proved all arguments in favour of retaining petrol rationing in peace-time to be false, stated Australian Treasurer, Mr. Arthur Fadden, in Brisbane last week-end.

Reviewing the position since rationing ended in Australia on February 9th, Mr. Fadden made the following points:—

(1) Supplies of all-sterling petrol had proved unlimited for practical purposes. (2) There had been no rush by motorists to buy petrol unwisely, and (3) Australian stocks of reserve petrol had actually increased since rationing ended.

The increase in the wholesale distribution of petrol when rationing ended was due, he explained, to retailers building up their reserves. Motorists' consumption did not increase.

WEST LONDON DISPLAY OF GARAGE EQUIPMENT

Some 3,500 members of the motor trade with businesses in the area covered by the West London branch of Brown Brothers, Ltd., at The Vale, Acton, were invited to a display of some of the latest garage service equipment and tools held at the branch during this week.

Equipment for engine reconditioning and testing, paint spraying, a comprehensive range of air- and electrically-operated tools, jacks, compressors and the like were displayed and demonstrated, representatives of the manufacturers concerned being in attendance. There were also films of trade interest.

The display was well arranged and organised, and was well worth a visit by garagists. Brown Brothers' own Duco storage bins were on display at various points and were used for holding manufacturers' catalogues and leaflets.

Manufacturers co-operating in the display were:—Dunlop, Ingersoll-Rand, Bradbury, P.C.L., Tecalemit, Guyson, Weaver, Wolf, Vulcaplast, Triangle, Harvey Frost, B.E.N., Aerograph, Mann Egerton, Wakefield, Flextol, Epco, Roebuck, Buma, Crypton, Laycock, Lucas, Cuthbert, Black and Decker and Delapena.

The week's display was under the control of **Robert C. Turner** (Branch Manager) and **J. R. Alcock** (Assistant Branch Manager).

MOTOR INDUSTRY'S NEWS

USES OF TRADE PLATES

WHEN C LICENCE IS NEEDED

Motor Agents' Association have issued a reminder that a C licence should be obtained in respect of general trade plates should there be any likelihood, and there generally is, **that these plates would sometimes be used on a vehicle which carries a load or burden of some description.**

They have also advised that breakdown vehicles should not be run under limited trade plates, but under general plates for the reason that on occasions the breakdown vehicle will inevitably carry bits and pieces of some kind when going to or coming from a breakdown on the road. **A load may only be carried under general trade plates and there must also be a C licence.**

In addition, the Association points out that there are regulations which require that, when a vehicle is carrying a load and, therefore, operating under a C licence, records of the driver's hours of work and loads carried have to be kept and these have to be in the possession of the driver when the C licence is in use.

DEATH OF FRANCIS COX

We regret to record the death, in a London hospital, of **Francis E. Cox**, for many years a motor engineer in Yorkshire, and later a Southern representative of the Aero Piston Ring Co., Ltd. He was 68 years of age.

Mr. Cox was formerly in business as a motor dealer on his own account, and businesses in Leeds and Keighley still bear his name. Before moving to London he was general manager for Motor Distributors, Ltd., Leeds.

In a long and active association both with the Institute of the Motor Industry and the Benevolent Fund, he had held various offices, and also served for a long time on the National Councils of those organisations.

:: :: **British Success in Cuba.**—A Jaguar XK 120 super-sports two-seater (driven by Gomez Mena) gained first place in the Unlimited Production Car event during the recent National Championship Races held in Cuba. The Jaguar XK 120 was an easy winner from an Oldsmobile Rocket 88, second, and a Citroen, third.

PERSONAL ITEMS

S. A. Sharpe, M.I.M.I., Works and Service Manager of Dome Garages, Ltd., Great West Road, Brentford, has been awarded the M.B.E. (Military Division).

S. A. Sharpe.

Robert Fearon, for many years associated with the Birmingham Small Arms group, has been appointed Works Director of the Triumph Engineering Co., Ltd., Coventry, on the retirement of **Alfred Camwell, M.B.E.**. Mr. Camwell, who has been with the Triumph company for some 40 years, remains as a Director and will act in an advisory capacity.

The death occurred on April 5th of **T. C. Perkins**, who was Manchester Regional Manager for Pirelli, Ltd. Mr. Perkins, who was in his 59th year, joined the Pirelli sales organisation in 1926, and served in the North-West for many years. Later, he became Regional Manager in Glasgow and returned to Manchester in 1946.

Premier Motor Policies, Ltd., have appointed **W. Holland**, previously their Coventry Branch Manager, to be Manager of their Birmingham branch, in succession to the late **H. E. Lowe**. **J. Keay** has become the Coventry Branch Manager. He was formerly an Inspector attached to the Birmingham branch.

"Accidental death" was the verdict at the inquest on **Archie McIntyre Wicksteed**, a Director of the Kennet Motor Works, Ltd., Hungerford, Berkshire, who lost his life in a road accident. Aged 36, the late Mr. Wicksteed collided after dark with the back of a stationary lorry, the driver of which was assisting a motorist to change a wheel.

William Glass, of Weybridge, founder of Glass's Guide Service, left £24,598. His first publication, "Guide to Used Car Values," came out in 1933 on a subscription basis, and later he added to the service various other guides and reference works of use to the motor trade.

MOTOR INDUSTRY'S NEWS

What's On

MOTOR AGENTS' ASSOCIATION

April 27th. — Potteries Section dinner-dance at the Ash Hall, Stoke-on-Trent.

May 15th to 19th.—Annual National Conference to be held at Brighton.

June 5th.—Eastern Counties Division annual luncheon, 1 p.m., at the Regal Cafe, Felixstowe. Bowls tournament follows at the West End Bowls Club, Felixstowe.

SCOTTISH MOTOR TRADE ASSOCIATION

April 26th.—Edinburgh and District Local Centre lecture-meeting at Dunfermline. Talk on "Modern Carburation," by L. J. Spencer, of the Zenith Carburetter Co., Ltd.

May 19th to 21st.—1950 Gleneagles Rally at Gleneagles Hotel, Perthshire, beginning at 5 p.m. on May 19th and ending at 5 p.m. on May 21st.

T.R.T.A. ANNUAL DINNER

Lord Lucas of Chilworth, Parliamentary Secretary to the Ministry of Transport, will be the guest of honour at the annual dinner of the Traders' Road Transport Association at Grosvenor House, Park Lane, London, on April 25th.

Other speakers will include **Lord Teynham,** Chairman of the Road Group in the House of Lords, and **Major-General G. N. Russell,** Chairman of the Road Transport Executive. **Col. A. Jerrett,** President of the Association, will reply to the toast of "The Association."

SKITTLES AID THE FUND

The final of the knock-out skittles competition for the Findlay Thomson Silver Cup, held annually in aid of the Benevolent Fund, was played off recently in Alexanders Sports Club, Gardners Crescent, Edinburgh.

Both finalists came from Alexanders, Ltd., and the winners were No. 4 Team from Semple Street, who narrowly defeated their fellow employees in No. 7 Team from East London Street.

In all 52 teams took part, and as a result of this year's competition the Edinburgh Centre of the Benevolent Fund were handed an all-time record surplus of £30 12s.

REST OF THE NEWS

:: :: **Lighting-up Times (Greenwich): Saturday, April 22nd, 9.7 p.m. Saturday, April 29th, 9.18 p.m.**

:: :: **York Service Week.**—Forsselius, Ltd., are holding a Service Week for Morris and Wolseley owners during the week beginning May 1st, at their premises at Blossom Street, York.

:: :: **Rubber Research Centre.**—What is claimed to be the largest Rubber Research Centre in the British Commonwealth is to be opened on June 7th at Fort Dunlop by Sir Lawrence Bragg, Cavendish Professor of Experimental Physics, Cambridge.

:: :: **Surplus Vehicle Sale.** — An auction sale of surplus Government vehicles will be held from May 8th to 12th at M.o.S. Depot, Thorp Arch, near Boston Spa, Yorks. Auctioneers, Hepper and Sons, 17a, East Parade, Leeds, 1. Tel., Leeds 31241-2.

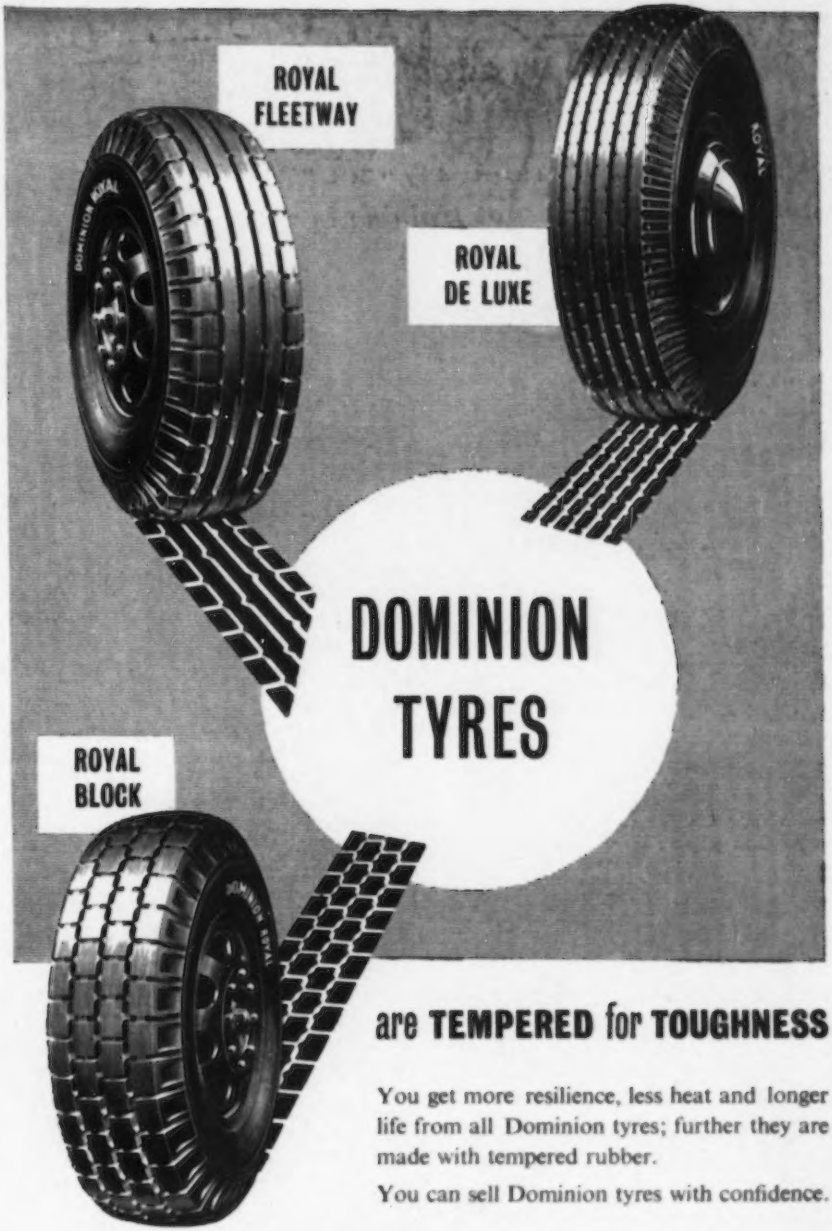
:: :: **Stourbridge Service Week.**—Richard Taylor (Garages), Ltd., are holding a Rover and Land-Rover Service Week from May 8th to 12th at their premises at Victoria Street, Stourbridge, Worcs. E. Coe, of the Rover Technical Service Department, will be in attendance to give advice during the week.

:: :: **Caravan Club Rally.**—The Caravan Club of Great Britain and Ireland are holding a National Caravan Rally over the Whitsun week-end on a portion of the West Common, Lincoln. An object of the Rally is to improve the design of the trailer caravan, and with this end in view a series of competitions have been arranged.

:: :: **New London Showrooms.**—Berkeley Square House Garage, Ltd., are opening their new showrooms in Berkeley Square, London, W.1, on Wednesday, April 26th. The opening ceremony will be performed by Assistant Managing Director A. S. Dick, of the Standard Motor Co., Ltd.

:: :: **Henlys' Dividend.** — When mentioning last week the interim dividend of 30 per cent., less tax, declared by Henlys, Ltd., on their ordinary shares for the year ending August 31st, 1950, we inadvertently said that it amounted to 3s. 6d. per share. The figure should have read, of course, 3.6 pence per share.

:: :: **Americans Entertained.**—As guests of the S.M.T. Co., a party of 15 American sports journalists, on a visit to this country, spent a day recently on a tour of the Trossachs.



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TORTUOUS TALKS on TRADE TOPICS

by "Thansi"

Illustrated by "Betts"

Yesterday's apprentice got training in more digestible form

Current problems

APPRENTICES of to-day have my sympathy on the one hand, and warm congratulations on the other. But learning nowadays presents utterly different problems (even for teachers).

It is generally conceded by knowledgeable and unbiased folk (that is to say, those not charged with the task of teaching as a profession) that the best automobile education comes from a combination of theory and practice studied at the same period.

The snag as I see it is that life in the repair shop to-day lacks the constant flow of lively illustrations of fundamental and worth-while points in design. And, mark you, the mastery of those broad principles is essential for breeding good mechanics in later life.

. . . . . the repair shop to-day lacks illustrations of fundamental and worth-while points in design.

The repair shop to-day is a more humdrum affair, and few apprentices are able to enter those holy hush-hush places where tests to destruction are carried out by manufacturers.

Now, in my day, when I went to the tech. and was told, with a lot of formulæ I didn't understand, the little that was known about motor crankshaft design, things were different. Odds were next morning we got a car out, a lot of tools and some rope, and hurried off to Dr. Fussepotte's house as a horrible noise had preceded the engine ceasing to work.

Many hours later, when the bits and pieces were laid out on the repair shop floor (for estimating purposes) it was quite apparent where the crankpin had broken. It also confirmed remarks by the tech. school teacher that a generous radius was needed in the corner. A fillet he called it.

"Potty little keys"

What happens to a two-bearing crankshaft which lacks rigidity was also demonstrated by going out and towing numbers of cars in. In the case of one model, so many broke that it was easy to see exactly where the stresses concentrated in that particular type.

The difficulty of securing good balance when changing fly wheels which, at a glance, looked the same, also had its lessons, and rumbling sounds in the engine illustrated the difficulty of permanently securing heavyweight flywheels on potty little keys and tapers. Fitting new ones of similar type illustrated the lack of

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uniformity in taper fits, if you didn't watch your step. Not always at once of course, but when the key was sheared and the job became a throw back.

Lessons in clutchology were held in the shop almost hourly, and the vital difference of a few pounds in spring pressure, with plate clutches, was soon apparent. Draining gearboxes and removing the chippings of gear teeth also demonstrated the desirability of a light "spinning" weight, and reminded one of the pitfalls of seized or partially-seized "spigots" (where a plain bearing was used on the forward end of a springy clutch shaft).

Gravity feed

The laws of gravity and of fluids tending to find their own level were rounded off by lying with my mouth on the neck of an under-the-seat petrol tank to get a car over a very long test hill.

The difficulties of machining and gang milling gearblanks (or hobbing) and finishing the teeth concentric with the true shaft centre were continually in mind owing to the glut of musical gearboxes. For many years the Wow-Wow Polka was a familiar tune. The local stresses in back-axle shafts, adjacent to the hubs, were illustrated by cars lifted from ditches minus a working wheel and shaft end. The twisting of frames and the desirability of relief of some sort for the perspiring radiator was demonstrated by an endless procession of the latter spurting jets of water and "gone at the brackets."

Battery complexity

One at least of the complex actions of battery electrolyte was more easily seen when the former was mounted on an acid-soaked running board. Earlier on removing "celluloid" cased batteries from their container with a pinchbar demonstrated what went on.

The stresses on tyres and what they have to stand was more easily noted when they left the rim at quite low speeds, pulling the valves out of the air tubes. A hole in the test shop roof and part of the wall missing put added point to the tech. teacher's comments on desirable factors of safety in design. The advantage of an inswept frame was obvious, and the presence of stresses at the insweep was sometimes announced by the frame breaking in two.

Keeping grease in open-ended universal joint bushes was never a simple matter. The pupil was reminded of this continually by squeaks the owner couldn't trace, but which you knew by heart. The fact that hot oil under pressure is cunning and finds its way round corners without a guide, and that capillary attraction has tricks up its sleeve could be seen by dripping engines and other components, and by special designs on the floor.

You see the *principles* of engineering design have not changed one iota though their interpretation and application obviously have. I stick to my point: The observant motor apprentice of a generation ago got his dose of principle and practice served up in a much quicker way and in more digestible form.

Probably half-choked

Nowadays he works in a wider theoretical field with fewer immediate practical illustrations. He is probably half choked to death with detail because the car as a whole becomes increasingly complicated and involves a wider range of techniques. But the older generation worked in a narrower field whilst learning, and acquired sheer horsesense quicker and with far less wind-bagging by theorists and big-headed experts (as the apprentice sees them!).

Never mind, to-day's apprentice has more to look forward to in the breadth of the industry, so good luck to teacher and to pupil. Breakages still remain one of the best practical illustrations of principles that the school of experience and learning can offer. The fact that there are so few is the finest proof that engineers somehow are continually profiting by their lessons.

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Motor Trade Commercial Report

COUNTY COURT JUDGMENTS

THE returns given below have been obtained from the Registry of County Court Judgments. **The Register does not differentiate between actions for damages and those for debts, or otherwise show in any case the nature of the dispute which may have made reference to the Court for its decision desirable.** Also, it is not known whether the judgments have been satisfied at this date of publication, but in many instances the amounts may have been settled between disputants and paid. **Further, the persons sued may have been acting for the defendants in representative capacities, and the claims may not have been against them personally; alternatively, the proceedings may have been personal matters unconnected with the businesses whose addresses have been used.**

J. A. Bonser, 63, Mellish Rd., Langold, Notts, motor contractor. £25 18s. 9d. Oct. 4, 1949.

— **Charlesworth**, Ivy Leigh, Best Bank Lane, Best Bank, Lancs, motor mech. £10 17s. 4d. Mar. 13.

F. Findon, 8, Brompton Ave., Hall Green, Birmingham, 28, garage and car hire service. £17 12s. Mar. 9.

Hardaway & Scott, 9 and 13, Adolph St., Bellingham, London, S.E.6, motor car proprs. £16 0s. 9d. Mar. 2.

H. Hunt, Transport Garage, Staveley, Nr. Chesterfield, garage propr. and cellulose sprayer. £42 12s. 4d. Mar. 8.

Little Woodcote Motors, Downland Garage, Chipstead Valley Rd., Coulsdon, Surrey, motor engrs. £58 12s. 8d. Feb. 28.

C. Lush, Church Cottages, Tarrant Rushton, Blandford, garage propr £10 16s. 6d. Feb. 27.

H. Mathews, 1, Lucerne Ave., Southbourne, Bournemouth, motor dlr. £85 10s. Feb. 9.

D. H. Merry, Parkend Rd., Bream, Lydney, motor engr. £38 7s. 9d. Feb. 21.

H. Moss, Silkmore Lane Garage, Silkmore Lane, Stafford, garage propr. £18 11s. 3d. Mar. 13.

Northern Garage, Northern Rd., Plaistow, E.13. £62 17s. 5d. Mar. 13.

E. Paniccia, 33, Christchurch St., Frome, motor dlr. £12 0s. 7d. Mar. 14.

G. T. Reed, 10, Princess Place, Notte St., Plymouth, car salesman. £70 14s. 7d. Mar. 3.

F. C. Sharpe, 15, Springwood Rd., Heeley, Sheffield, motor dlr. £62 9s. 7d. Feb. 10.

J. Stoup (t.a. Willington Auto Car), 91, High St., Willington. £10 10s. 4d. Mar. 10.

F. Ungless, London Road Motors, Clacton-on-Sea, motor engr. £14 11s. 7d. Mar 11.

H. Wheeler, 14, Arlington Cres., Waltham Cross, Herts, automobile engr. £97 12s. Feb. 21.

Wheelers Garage, Gunwalloe, nr. Helston, Cornwall, garage proprs. £25 17s. 9d. Mar. 1.

W. E. Wilson, 56, Jevington Way, Lee, London, S.E.12, garage propr. £13 13s. Mar. 14.

L. Yorke (t.a. L. Yorke and Sons), 51, Trinity Rd., Birchfields, Birmingham, 6, tyre manfr. £24 1s. 10d. Feb. 1.

RECEIVERSHIPS (APPOINTMENT OR RELEASE)

J. Schofield & Sons, Ltd.—Jas. S. Hardman, of Town Hall Chambers, Rochdale, ceased to act as receiver and manager on Dec. 12.

J. D. Cornish & Son, Ltd.—Norman R. J. Ham, The Mount West Hill, Wincanton, was appointed receiver on Jan. 24, under powers contained in debentures dated Aug. 4, 1948.

NEW COMPANIES

White Lund Motors, Ltd.—Private co., reg. Mar. 31. Cap., £1,000. Directors: A. C. Senior, Doris M. Senior, A. H. Senior. Reg. office: Westgate, Morecambe and Heysham.

John M. Walker (Liverpool), Ltd.—Private co., reg. Mar. 31. Cap., £400. To acquire the business of a car maintenance engr., sheet metal worker and garage propr. carried on by J. M. Walker at 86, Spencer St., Liverpool, as John M. Walker. Directors: F. Prescott, J. M. Walker. Reg. office: 24, Mersey View Rd., Halebank, Widnes.

Avison Bros. (Grimsby), Ltd.—Private co., reg. Mar. 31. Cap., £5,000. To carry on the business of proprs., hirers and letters-on-hire of and dlrs. in motor and other vehicles, etc. Directors: G. W. Avison, H. Avison. Reg. office: 73A, Pasture St., Grimsby.

Taylor's Garage (Falmouth), Ltd. — Private co., reg. Mar. 30. Cap., £30,000. To acquire the business of a garage propr., motor and marine engr., etc., heretofore carried on by S. L. Taylor at Town Quay, Falmouth, as Taylor's Garage. Directors: S. L. Taylor, Mrs. E. E. Taylor, W. M. Row. Reg. office: Town Quay, Falmouth.

Hemsley Motors (Ashby), Ltd.—Private co., reg. Mar. 30. Cap., £2,000. To acquire the business of a motor engr. carried on by W. T. E. Hemsley, as Hemsley & Co., at Ashby-de-la-Zouch. Directors: W. T. E. Hemsley, Mrs. M. C. Hemsley. Reg. office: The Garage, North St., Ashby-de-la-Zouch, Leics.

A. J. Yeates & Son, Ltd.—Private co., reg. Mar. 30. Cap., £1,500. To acquire the business of celluloser and coach painter carried on by O. W. Jones, at Bromley Common, Kent, as A. J. Yeates & Sons. Directors: O. Wilson-Jones, H. E. W. Dagnall. Reg. office: 21, Johnson Rd., Bromley Common, Kent.

Webb Bros. (Tunstall), Ltd.—Private co., reg. Mar. 30. Cap., £4,000. To carry on the business of motor, mechanical, aeronautical, agricultural and general engrs., etc. Directors: A. Webb, W. Webb, H. Webb. Reg. office: Bedford Garage, Calver St., Tunstall, Stoke-on-Trent.

Grosvenor Garage (Worplesdon), Ltd.—Private co., reg Apr. 1. Cap., £7,500. Directors: G. L. Burroughes, Margaret Burroughes. Reg. office: St. George's House, 44, Hatton Garden, E.C.1.

Norvic Engineering Services, Ltd. — Private co., reg. Apr. 1. Cap., £500. To acquire the business of Norvic Engineering Service, carried on by N. A. Kerslake and E. V. Scott, at 53, Victoria St., S.W.1. Directors: N. A. Kerslake, A. Kerslake.

Sandfords (Leatherhead) Ltd.—Private co., reg. April 11. Cap., £5,000. To acquire the business of garage proprs. and dlrs. in motor vehicles, fuel and accessories, and the light and general engineering and mnfg. works carried on by Jane Sandford, R. F. P. Sandford, L. A. Sandford and H. R. Fortescue, at Woodbridge Corner, Kingston Rd., Leatherhead; and at Goodleys Service Station, Kingston Rd., Leatherhead. Directors: Mrs. Jane Sandford, R. F. P. Sandford, L. A. Sandford and H. R. Fortescue. Sec.: F. R. P. Sandford. Reg. office: Sandfords Garage, Woodbridge Corner, Kingston Rd., Leatherhead.

Edward White, Ltd.—Private co., reg. April 12. Cap., £20,000. To acquire the business of a garage propr. and motor engr. carried on by H. W. Crampton at Bargate End, Boston, and 49, Westgate, Sleaford, Lincs., as Edward White. Directors: H. W. Crampton, S. W. Maples and May Crampton.

Reliance Motor Boat & Engineering Co. (Liverpool) Ltd.—Private co., reg. April 3. Cap., £3,000. Direc-

Motor Trade Commercial Report—*Continued*

tors: G. MacLaren, J. Turner. Sec.: J. Turner. Reg. office: 23, Summer Gdns., Kirkdale, Liverpool, 4.

S. Bailey (Ore) Ltd.—Private co., reg. April 4. Cap., £10,000. To acquire the business of a coach-builder and sheet metal worker carried on by A. E. G. Trussler at 107, The Ridge, Ore, Hastings, Sussex. Directors: A. E. G. Trussler, A. E. Trussler, Stephen Bailey and Maj. R. Swann, R.A.

Kilkenny Motor Co., Ltd.—Private co., reg. in Dublin on Mar. 9. Cap., £30,000. To acquire the business of garage proprs. and automobile engrs. at John St. and Barrack St., Kilkenny, as the Kilkenny Motor Co. Subscribers: Pierce Tynan, Patrick Tynan.

North Bar Garage, Ltd.—Private co., reg. April 6. Cap., £2,000. To acquire the business of a garage hitherto carried on at North Bar, Banbury, Oxon, as North Bar Garage. Directors: W. H. Russell, R. W. Messenger, A. T. Shorey. Reg. office: North Bar, Banbury, Oxon.

Molesey Service Garage, Ltd. — Private co., reg. April 5. Cap., £600. To acquire the business of an automobile engr. and caravan mnfr. carried on by F. Henderson, at 6, Walton Rd., East Molesey, Surrey, as Molesey Service Garage. Directors: F. Henderson, T. F. Bruce. Sec.: Ada L. Henderson. Reg. office: 6, Walton Rd., East Molesey, Surrey.

Harvest Finance Co., Ltd.—Private co., reg. April 6. Cap., £5,000. To carry on the business of negotiating and dealing with hire purchase agreements in respect of automobiles, motor cars, lorries, tractors, radio and television apparatus, etc. Directors: E. J. Riley, C. Simpson, Mrs. Eva D. Hoddon. Sec.: Beatrice Riley. Reg. office: 130, Crawford St., Corner Baker St., W.1.

B.M.T.A. Stop List

Following alterations have been made to the British Motor Trade Association Stop List during the week ended April 15th, 1950:—

ADDITIONS

Barnes, T., 73, Sandhurst Ave., Ward End, Birmingham, Warwicks.

Harding & Vaile, Ltd., 87, Beckenham Lane, Beckenham, Kent.

Latimer, Robert, motor salesman, Macdonald Rd. Garage and Motor Mart, 6, Macdonald Rd., Edinburgh; and 23, Claremont Park, Leith, Edinburgh.

McCrorie, William McCorkell, motor dealer, 57, Hanover St., Stranraer, Scotland.

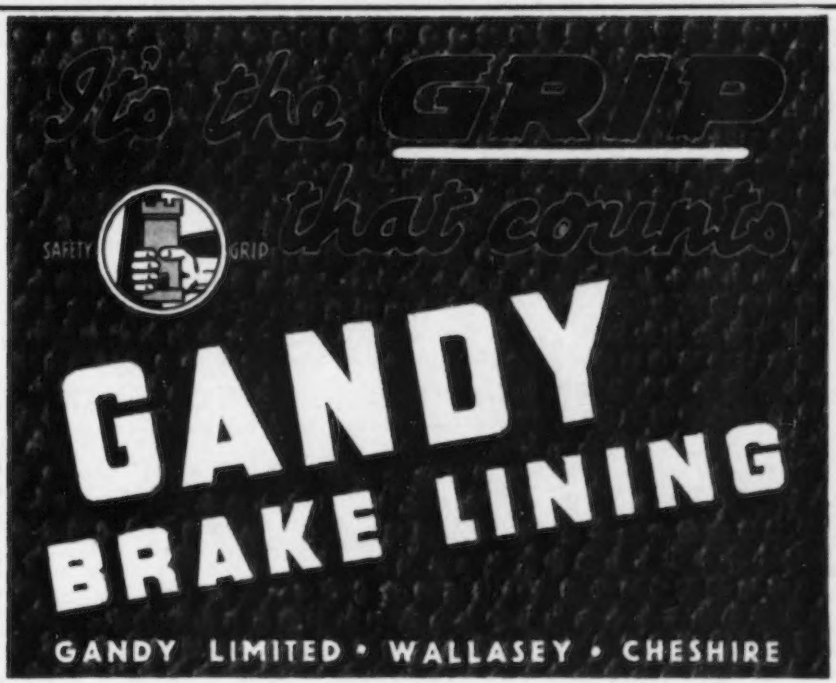
Moffatt, Robert, motor dealer, 69, Causeway St., Portrush, Co. Antrim.

Siger, A., trading as **Siger Motors**, 32, Aylmer Parade, Aylmer Rd., London, N.2.

Sumner, John, 29, Stanley Grove, Penwortham, Preston, Lancs.

DELETIONS

Naylor, F. G., 35, Meadow Rd., Off Spies Lane, Quinton, Birmingham, Warwicks.



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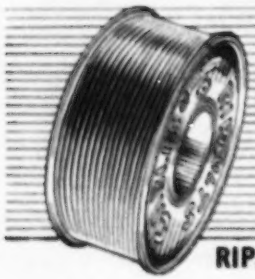

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